San Bernardino Associated Governments
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•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

Agenda

COMPREHENSIVE TRANSPORTATION PLAN TAC
Monday, January 8, 2006, 1:30 p.m.
SANBAG – The Super Chief Room
1170 W. Third Street, 2nd Floor, San Bernardino

NOTE: A GROWTH FORECAST WORKSHOP WILL BE HELD FROM 11:00 AM TO 1:00 PM IN THE SUPER CHIEF ROOM, JUST PRIOR TO THE CTP TAC MEETING. CTP TAC ATTENDEES ARE WELCOME TO ATTEND THE WORKSHOP. A LIGHT LUNCH WILL BE PROVIDED.

1) Introductions

2) Caltrans Local Assistance Update
(Caltrans staff)

3) Summary of Results of Growth Forecast Workshop
(Cameron Brown and Steve Smith)

4) Update on Proposition 1B Project Nominations
(Ty Schuiling and Andrea Zureick)

5) Status of Local Jurisdictions Letters on Incorporation of Cost Escalation Factor into Fee Programs
(Ryan Graham)

6) Proposed Schedule for 2007 Development Mitigation Nexus Study Update
(Ryan Graham)

7) Review of Potential Goods Movement Projects for the Multi-County Goods Movement Action Plan
(Steve Smith)

8) Survey No. 2 for the Multi-County Goods Movement Action Plan
(Steve Smith)

9) Discussion of Measure I 2010-2040 Strategic Plan Principles
(Ty Schuiling)

10) Freeway Simulation Analysis Supporting the Measure I Strategic Plan (Steve Smith)

11) Next CTP TAC Meeting will be held on Monday, February 12, 2007 at 1:30 PM in SANBAG's Super Chief Room

12) Adjourn

Minute Action

AGENDA ITEM: _____

Date: January 10, 2007

Subject: Update on growth forecasting for the 2007 Regional Housing Needs Assessment (RHNA) and 2007 Regional Transportation Plan (RTP)

Recommendation:* Provide update on allocation of additional residential growth to jurisdictions and request direction.

Background: The Southern California Association of Governments (SCAG) recently produced county-level forecasts for population, households, dwelling units, and employment for 2035 and for five-year increments between 2005 and 2035. These forecasts will be the basis for the 2005-2014 RHNA, the 2007 RTP, and the Victor Valley Area Transportation Study (VVATS). An agenda item considered at the October Plans and Programs Committee provided background on the development of these forecasts and provided a working set of jurisdiction-level forecasts for 2035 and 2014.

Substantial activity has occurred since the draft forecasts were initially provided to local jurisdictions in mid-October. This has included a SANBAG workshop with local jurisdictions on October 16, individual meetings with jurisdiction planning staff throughout late October and early November, and a workshop with local jurisdictions and SCAG on November 7. Constructive input has been provided by the jurisdictions, and SANBAG staff has been working closely with local staff to accommodate requested adjustments to the extent possible.

A result of the input received thus far has been a requested net 50,000 dwelling unit reduction in comparison to the county-level total provided to SANBAG by SCAG. More specifically, the number of single family dwelling units is 35,266

*

Approved
Board of Directors

Date:

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

lower than the target, and the number of multi-family units is 14,548 lower than the target.

SANBAG staff has previously stated that the county-level totals provided by SCAG are based on sound demographic and economic assumptions. Demographers and the expert panel reviewing the information make a strong case for the county-level totals that have been provided to us. For these reasons, staff does not support the reduction in forecast county growth consistent with local input received thus far.

Faced with the need to develop a growth forecast that is consistent with both local input and the countywide total, SANBAG staff has identified alternative ways to deal with the allocation of the additional units. Staff has employed several tools and datasets to evaluate options. These tools include a detailed existing land use inventory, general plan land use data, and a small-area allocation model based on the ARCVIEW geographic information system. The alternative approaches include:

1. Allocate more units to jurisdictions that are currently less "built-out." The desert cities and surrounding unincorporated areas would receive more units based on this methodology.
2. Allocate based on the projected growth in units between 2005 and 2035 – This approach would allocate more units to jurisdictions that are already projected to grow faster and that generally have more room to grow, but not to the extent of Approach 1.
3. Allocate based on the total number of projected units in 2035 – This approach would allocate more units to the larger jurisdictions (based on size in 2035), regardless of the extent to which each jurisdiction has room to grow.
4. Similar to Approach 1, but based on the difference in buildout units and the reported 2035 local input for each jurisdiction. This would take into account the extent to which local jurisdictions have already increased growth to meet 2035 targets.
5. Based on a hybrid approach, using Approach 4 for allocating single family dwelling units and Approach 3 for multi-family dwelling units.

Each of the above options would result in many (but not all) jurisdictions receiving additional units until the target levels are reached. However, each jurisdiction would receive a lesser or greater proportional share, depending on the chosen methodology. Attachment 1 presents the allocation of additional units to each jurisdiction for each of the five methodologies. The first table shows the 2035 growth forecast prior to the allocation of the additional dwelling units. The column label "SF" means single family dwelling unit, "MF" means multi-family unit, "Ret" means retail employment, and "NR" means non-retail employment.

The row titled "Difference between County Total and Local Input" shows the differences in each category. SANBAG is not adjusting the allocation of employment, given that the total employment (Ret plus NR) is equivalent to the county target. The subsequent tables show the allocation of the additional dwelling units under each methodology.

Given the above options, SANBAG staff recommended at the December 20, 2006 meeting of the Plans and Programs Committee that Approach 5 be used to allocate the additional 35,266 single family and 14,548 multi-family dwelling units to local jurisdictions. Approach 5 is logical, given that the number of single family units that can be built in more developed areas is limited by the lower amounts of vacant land generally available. On the other hand, the areas more likely to receive additional multi-family units (even beyond what planners may currently anticipate in general plans) are the higher-density areas. Higher land costs and housing prices will create pressures for higher density development in these areas more so than in outlying areas where single family development will tend to prevail (though not exclusively). In staff's opinion, Approach 5 represents the way in which development is most likely to occur, assuming that the county will develop to the totals forecast by SCAG.

Based on the discussions at the December 20 Plans and Programs Committee meeting, staff was given direction to seek further input from local jurisdiction technical staff regarding the best methodology for allocating the additional units. Committee members also desired additional time to consult their own technical staff on this issue. Subsequent to the PPC meeting, staff scheduled a workshop for local jurisdiction planners for January 8, 2007, at which time further input will be received on how to allocate the additional dwelling units. A report on the results of this workshop will be provided at the January 10 Board of Directors meeting with a request for direction. Because of the interest in how the growth may be allocated to individual traffic analysis zones (TAZs), SANBAG staff is proceeding to generate TAZ-level data for most jurisdictions. Feedback on the TAZ-level allocation will also be requested at the January 8 workshop.

Following the January 10 Board meeting, the following will occur:

- Adjusted jurisdiction-level totals will be provided to SCAG
- SCAG will hold a public hearing on January 11, 2007, at which time (and until the record closes) jurisdictions may provide formal written comments to SCAG on their growth totals (both 2014 and 2035 and intervening years). SANBAG staff has an informal agreement with SCAG that SCAG will honor jurisdiction-level totals developed through the SANBAG process, if a consensus is reached among jurisdictions and the results are still consistent with regional principles and targets of allocation.

- SANBAG will continue to work with SCAG to ensure that local jurisdiction input is adequately considered. SCAG needs to proceed whether or not input is received, and the SCAG Regional Council will make the final decision on growth forecasts.

SCAG has stated that adoption of the 2014 numbers for RHNA purposes should occur in February, 2007. Adoption of the 2035 Regional Transportation Plan numbers should occur by July 1, 2007.

Careful review of the forecasts by each jurisdiction is important to San Bernardino County. The forecasts have implications not only for the RHNA process but for agency and private sector traffic studies and for project development activities on Measure I transportation projects, given that the forecasts will be incorporated into travel demand models that drive the traffic growth numbers generated for these analyses. The timeframe for these reviews is admittedly short, but it is believed best for all the jurisdictions to work together at the county level so that a more united front can be presented at the SCAG public hearing on January 11, with comments focusing on support for a consensus forecast derived through the cooperation and concerted efforts of San Bernardino County jurisdictions.

Financial Impact: This item imposes no impact on the approved Fiscal Year 2006-2007 SANBAG Budget. Task No. 11207000

Reviewed By: This item was reviewed by the Plans and Programs Policy Committee on December 20, 2006.

Responsible Staff: Ty Schuiling, Director of Planning and Programming
Steve Smith, Principal Transportation Analyst
Cameron Brown, Data Program Administrator

ATTACHMENT 1

ADDITIONAL DWELLING UNITS TO BE ACCOMMODATED BY EACH JURISDICTION UNDER EACH ALLOCATION METHODOLOGY

2035 Growth Forecast Prior to Allocation of Additional Dwelling Units

	Growth 2005-2035				Adjustments from Local Jurisdictions				Adjusted Growth 2005-2035				2035 Totals w/Adjustments			
	SF	MF	Ret	NR	SF	MF	RET	NR	SF	MF	Ret	NR	SF	MF	Ret	NR
ADELANTO	25136	5793	640	4601	1503	700	4500	6500	26639	6493	5140	11101	31,869	8,241	5,764	15,591
APPLE VALLEY	13432	6515	2567	9681	-2686	-1303	0	0	10746	5212	2567	9681	28,941	9,831	5,203	19,621
BARSTOW	5970	2447	5227	14776	6500	2000	1500	3000	12470	4447	6727	17776	18,331	8,499	9,901	26,748
BIG BEAR LAKE	2198	205	1621	4354	-500	0	321	0	1698	205	1942	4354	9,968	1,390	3,511	8,569
CHINO	9877	8044	7132	13848	-4284	-2800	500	500	5593	5244	7632	14348	20,230	9,848	23,693	45,531
CHINO HILLS	8482	1741	444	3090	-6485	-730	2500	800	1997	1011	2944	3890	21,808	4,045	4,034	11,486
COLTON	5178	11011	11399	28813	0	-3500	-4000	-3500	5178	7511	7399	25313	15,413	13,591	13,863	41,652
FONTANA	31066	7714	6236	22723	-14000	-2600	10	1000	17066	5114	6246	23723	51,594	13,407	15,926	58,996
GRAND TERRACE	1003	1013	654	1642	-200	-800	900	0	803	213	1554	1642	3,927	1,656	2,393	3,745
HESPERIA	31289	7438	7339	27105	2635	0	12000	-12000	33924	7438	19339	15105	54,758	11,557	22,520	26,856
HIGHLAND	10308	680	6451	4844	-3600	400	0	0	6708	1080	6451	4844	19,389	4,674	9,722	7,300
LOMA LINDA	3814	3022	6010	11252	800	1600	0	600	4614	4622	6010	11852	9,051	8,985	11,848	22,784
MONTCLAIR	1646	820	5355	8992	0	3500	-2000	-2000	1646	4320	3355	6992	7,839	7,497	9,146	16,716
NEEDLES	194	151	96	270	0	0	0	0	194	151	96	270	1,778	1,383	938	2,651
ONTARIO	34506	20295	29654	56138	-3000	-4500	0	5000	31506	15795	29654	61138	62,947	31,164	66,651	131,179
RANCHO CUC.	14723	14721	11756	42933	-11000	-9219	-1000	-10000	3723	5502	10756	32933	41,288	19,501	23,587	79,787
REDLANDS	12330	5363	6390	20871	-6000	-2000	-2000	-9000	6330	3363	4390	11871	24,286	11,809	13,412	41,343
RIALTO	8491	3309	4887	18128	-150	2504	3320	450	8341	5813	8207	18578	28,157	13,027	12,836	35,751
SAN BERNARDINO	11748	7159	25602	48000	2000	200	-1000	-2000	13748	7359	24602	46000	55,064	31,633	57,738	108,128
TWENTYNINE PALMS	4100	1403	881	3148	5200	1500	2000	6000	9300	2903	2881	9148	15,384	5,580	3,546	11,521
UPLAND	9342	6300	10016	9879	-5700	-3500	-7000	-6000	3642	2800	3016	3879	20,703	12,103	16,321	17,002
VICTORVILLE	21555	5190	11365	38944	4000	4000	2500	3000	25555	9190	13865	41944	47,616	15,490	20,963	66,269
YUCAIPA	10373	2985	2477	6100	-4300	-1500	1000	0	6073	1485	3477	6100	18,775	7,367	6,173	12,735
YUCCA VALLEY	3546	618	1136	2650	4001	1500	500	3099	7547	2118	1636	5749	14,740	3,880	2,934	8,773
UNINCORP.	58096	12657	11268	37615	0	0	0	0	58096	12657	11268	37615	167,041	34,129	31,728	105,917
COUNTY TOTAL*	338403	136594	176603	440397	0	0	0	0	**338403**	**136594**	**176603**	**440397**	**826,163**	**304,834**	**379,801**	**941,199**
Difference between County Total and Local Input					-35266	-14548	14551	-14551	0	-35266	-14548	14551	-14551				
Victor Valley Subtotal	91412	24936	21911	80331	5452	3397	19000	-2500	96864	28333	40911	77831	163184	45119	54450	128337
Morongo Valley Subtotal	7646	2021	2017	5798	9201	3000	2500	9099	11189	4918	4652	9628	35443	15983	19255	25775
E Valley Subtotal	63245	34542	63870	139650	-11450	-3096	-1780	-13450	51795	31446	62090	126200	174062	92742	127985	273438
W Valley Subtotal	109642	59635	70593	157603	-44469	-19849	-6990	-10700	65173	39786	63603	146903	226409	97565	159358	360697

Single Family Difference between Local Input and County Control Total - 35,266 Units

Multi-Family Difference between Local Input and County Control Total - 14,548 Units

*-County Control Totals shown in RED

Allocation of the excess of housing to different jurisdictions - **Methodology 1**

Methodology 1 involves allocating the excess housing units by the total buildout growth in each city.

	SF Share of Excess	MF Share of Excess			SF Growth '05-'35	MF Growth '05-'35		2035 Totals Single Family	2035 Totals Multi-Family
ADELANTO	875	111			27514	6604		32744	8352
APPLE VALLEY	2328	904			13074	6116		31269	10735
BARSTOW	1763	201			14233	4648		20094	8700
BIG BEAR LAKE	14	53			1712	258		9982	1443
CHINO	296	435			5889	5679		20526	10283
CHINO HILLS	252	536			2249	1547		22060	4581
COLTON	315	116			5493	7627		15728	13707
FONTANA	735	602			17801	5716		52329	14009
GRAND TERRACE	30	32			833	245		3957	1688
HESPERIA	2493	603			36417	8041		57251	12160
HIGHLAND	376	78			7084	1158		19765	4752
LOMA LINDA	113	199			4727	4821		9164	9184
MONTCLAIR	16	6			1662	4326		7855	7503
NEEDLES	0	0			194	151		1778	1383
ONTARIO	855	1327			32361	17122		63802	32491
RANCHO CUC.	150	919			3873	6421		41438	20420
REDLANDS	219	277			6549	3640		24505	12086
RIALTO	133	107			8474	5920		28290	13134
SAN BERNARDINO	821	493			14569	7852		55885	32126
TWENTYNINE PALMS	2128	810			11428	3713		17512	6390
UPLAND	55	13			3697	2813		20758	12116
VICTORVILLE	2868	4008			28423	13198		50484	19498
YUCAIPA	382	217			6455	1702		19157	7584
YUCCA VALLEY	472	297			8019	2415		15212	4177
UNINCORP.	17575	2204			75671	14861		184616	36333
COUNTY TOTAL	35266	14548			338403	136594		826163	304835

Excess -35266 -14548

Allocation of the excess of housing to different jurisdictions - **Methodology 2**

Methodology 2 involves allocating the excess housing units by the total growth in each city from 2005-2035.

	SF Share of Excess	MF Share of Excess			SF Growth '05-'35	MF Growth '05-'35		2035 Totals Single Family	2035 Totals Multi-Family
ADELANTO	3099	774			29738	7267		34968	9015
APPLE VALLEY	1250	621			11996	5833		30191	10452
BARSTOW	1451	530			13921	4977		19782	9029
BIG BEAR LAKE	198	24			1896	229		10166	1414
CHINO	651	625			6244	5869		20881	10473
CHINO HILLS	232	121			2229	1132		22040	4166
COLTON	602	895			5780	8406		16015	14486
FONTANA	1985	610			19051	5724		53579	14017
GRAND TERRACE	93	25			896	238		4020	1681
HESPERIA	3947	887			37871	8325		58705	12444
HIGHLAND	780	129			7488	1209		20169	4803
LOMA LINDA	537	551			5151	5173		9588	9536
MONTCLAIR	191	515			1837	4835		8030	8012
NEEDLES	23	18			217	169		1801	1401
ONTARIO	3665	1883			35171	17678		66612	33047
RANCHO CUC.	433	656			4156	6158		41721	20157
REDLANDS	736	401			7066	3764		25022	12210
RIALTO	970	693			9311	6506		29127	13720
SAN BERNARDINO	1599	877			15347	8236		56663	32510
TWENTYNINE PALMS	1082	346			10382	3249		16466	5926
UPLAND	424	334			4066	3134		21127	12437
VICTORVILLE	2973	1095			28528	10285		50589	16585
YUCAIPA	707	177			6780	1662		19482	7544
YUCCA VALLEY	878	252			8425	2370		15618	4132
UNINCORP.	6759	1509			64855	14166		173800	35638
COUNTY TOTAL	35266	14548			338403	136594		826163	304835

Excess -35266 -14548

Allocation of the excess of housing to different jurisdictions - **Methodology 3**

Methodology 3 involves allocating the excess housing units by using the total units in 2035 for each city.

	SF Share of Excess	MF Share of Excess			SF Growth '05-'35	MF Growth '05-'35		2035 Totals Single Family	2035 Totals Multi-Family
ADELANTO	1421	413			28060	6906		33290	8654
APPLE VALLEY	1290	493			12036	5705		30231	10324
BARSTOW	817	426			13287	4873		19148	8925
BIG BEAR LAKE	444	70			2142	275		10412	1460
CHINO	902	494			6495	5738		21132	10342
CHINO HILLS	972	203			2969	1214		22780	4248
COLTON	687	681			5865	8192		16100	14272
FONTANA	2301	672			19367	5786		53895	14079
GRAND TERRACE	175	83			978	296		4102	1739
HESPERIA	2442	579			36366	8017		57200	12136
HIGHLAND	865	234			7573	1314		20254	4908
LOMA LINDA	404	450			5018	5072		9455	9435
MONTCLAIR	350	376			1996	4696		8189	7873
NEEDLES	79	69			273	220		1857	1452
ONTARIO	2807	1562			34313	17357		65754	32726
RANCHO CUC.	1841	977			5564	6479		43129	20478
REDLANDS	1083	592			7413	3955		25369	12401
RIALTO	1256	653			9597	6466		29413	13680
SAN BERNARDINO	2455	1585			16203	8944		57519	33218
TWENTYNINE PALMS	686	280			9986	3183		16070	5860
UPLAND	923	607			4565	3407		21626	12710
VICTORVILLE	2123	776			27678	9966		49739	16266
YUCAIPA	837	369			6910	1854		19612	7736
YUCCA VALLEY	657	194			8204	2312		15397	4074
UNINCORP.	7448	1710			65544	14367		174489	35839
COUNTY TOTAL	35266	14548			338403	136594		826163	304835

Excess -35266 -14548

Allocation of the excess of housing to different jurisdictions - **Methodology 4**

Methodology 4 involves allocating the excess housing units by the difference in Buildout Growth and reported 2005-2035 growth for each jurisdiction.

	SF Share of Excess	MF Share of Excess			SF Growth '05-'35	MF Growth '05-'35		2035 Totals Single Family	2035 Totals Multi-Family
ADELANTO	0	0			26639	6493		31869	8241
APPLE VALLEY	2774	853			13520	6065		31715	10684
BARSTOW	1836	0			14306	4447		20167	8499
BIG BEAR LAKE	0	79			1698	284		9968	1469
CHINO	95	0			5688	5244		20325	9848
CHINO HILLS	249	1121			2246	2132		22057	5166
COLTON	148	0			5326	7511		15561	13591
FONTANA	40	83			17106	5197		51634	13490
GRAND TERRACE	0	23			803	236		3927	1679
HESPERIA	1600	0			35524	7438		56358	11557
HIGHLAND	144	0			6852	1080		19533	4674
LOMA LINDA	0	0			4614	4622		9051	8985
MONTCLAIR	0	0			1646	4320		7839	7497
NEEDLES	0	0			194	151		1778	1383
ONTARIO	0	0			31506	15795		62947	31164
RANCHO CUC.	0	807			3723	6309		41288	20308
REDLANDS	0	0			6330	3363		24286	11809
RIALTO	0	0			8341	5813		28157	13027
SAN BERNARDINO	369	0			14117	7359		55433	31633
TWENTYNINE PALMS	2568	1289			11868	4192		17952	6869
UPLAND	0	0			3642	2800		20703	12103
VICTORVILLE	2665	7902			28220	17092		50281	23392
YUCAIPA	192	135			6265	1620		18967	7502
YUCCA VALLEY	234	160			7781	2278		14974	4040
UNINCORP.	22351	2095			80447	14752		189392	36224
COUNTY TOTAL	35266	14548			338403	136594		826163	304835

Excess -35266 -14548

Allocation of the excess of housing to different jurisdictions - **Hybrid Methodology**

The Hybrid Methodology involves allocating the excess housing units by using Methodology 4 for the Single Family Units and Methodology 3 for Multi-Family Units.

	SF Share of Excess	MF Share of Excess			SF Growth '05-'35	MF Growth '05-'35		2035 Totals Single Family	2035 Totals Multi-Family
ADELANTO	0	413			26639	6906		31869	8654
APPLE VALLEY	2774	493			13520	5705		31715	10324
BARSTOW	1836	426			14306	4873		20167	8925
BIG BEAR LAKE	0	70			1698	275		9968	1460
CHINO	95	494			5688	5738		20325	10342
CHINO HILLS	249	203			2246	1214		22057	4248
COLTON	148	681			5326	8192		15561	14272
FONTANA	40	672			17106	5786		51634	14079
GRAND TERRACE	0	83			803	296		3927	1739
HESPERIA	1600	579			35524	8017		56358	12136
HIGHLAND	144	234			6852	1314		19533	4908
LOMA LINDA	0	450			4614	5072		9051	9435
MONTCLAIR	0	376			1646	4696		7839	7873
NEEDLES	0	69			194	220		1778	1452
ONTARIO	0	1562			31506	17357		62947	32726
RANCHO CUC.	0	977			3723	6479		41288	20478
REDLANDS	0	592			6330	3955		24286	12401
RIALTO	0	653			8341	6466		28157	13680
SAN BERNARDINO	369	1585			14117	8944		55433	33218
TWENTYNINE PALM	2568	280			11868	3183		17952	5860
UPLAND	0	607			3642	3407		20703	12710
VICTORVILLE	2665	776			28220	9966		50281	16266
YUCAIPA	192	369			6265	1854		18967	7736
YUCCA VALLEY	234	194			7781	2312		14974	4074
UNINCORP.	22351	1710			80447	14367		189392	35839
COUNTY TOTAL	35266	14548			338403	136594		826163	304835

Excess -35266 -14548

Minute Action

AGENDA ITEM: _____

Date: January 10, 2007

Subject: Candidate Projects for Corridor Mobility Improvement Account (CMIA) Funding

Recommendation:* Approve nomination by January 16, 2007, of the projects on the SANBAG CMIA List (Attachment 3), including projects listed by Caltrans, to the California Transportation Commission for funding from the CMIA.

Background: Proposition 1B, approved by the voters of California in November 2006, provides for about $19.9 billion in additional transportation funding within California. Of this total, $4.5 billion is for the Corridor Mobility Improvement Account. On October 4, 2006, the SANBAG Board of Directors received a presentation on candidate projects to be considered for CMIA and other funding should Proposition 1B pass on November 7, 2006 (Attachment 1).

On November 8, 2006, the California Transportation Commission (CTC) approved the CMIA guidelines (Attachment 2) and set a deadline of January 16, 2007 for candidate project submittals. However, SANBAG was notified in late November of Caltrans' internal deadlines that necessitated input to District 8 by December 1, 2006. As noted by SANBAG's President, Supervisor Hansberger at the December 6th Board meeting, the proposed input to Caltrans (Attachment 3) was discussed in detail with the available SANBAG officers on November 27th to meet Caltrans' internal deadline. SANBAG's input was substantially the same as the information provided in a presentation to the full SANBAG Board of Directors at the October meeting. The notable difference was the removal

*

Approved
Board of Directors

Date:

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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Attachments: brd0701a1-ty

of the I-15/I-215 (Devore) Interchange, which staff confirmed could not meet the statutory construction deadline for CMIA projects. Continuing discussions with CTC staff and Caltrans management provided further clarification of the key project selection criteria:

1) **The project must provide significant congestion relief or mobility improvement to the mainline freeway or state highway system.** For this reason, interchange projects are not competing well because their benefit is generally to arterial streets and ramp intersections rather than the freeway mainline. Staff has made the case that certain interchange improvements, particularly to those along I-10, are needed to support a subsequent mainline widening and should be considered for that reason. To date, that argument hasn't gotten much traction.
2) **CMIA funds will not be used to supplant local funds except under exceptional circumstances.** The only such circumstance identified thus far is I-215 North, where local funds dedicated elsewhere in the same corridor were stripped during the recent shortfalls in the State Transportation Improvement Program (STIP) in order to retain the project's position in the STIP. Staff's argument appears successful because the supplanted Measure I Valley Major Projects funds must remain dedicated to the freeway system.
3) **The project must clearly be able to go to construction by early 2012, though 2011 or earlier is preferred.**
4) **The project must be accompanied by a plan for maintenance of mobility gains in the corridor (Corridor Management Plan).**

CMIA funds will be allocated on a competitive basis by the CTC, based principally on these criteria. No provision is made for "fair share" allocation other than adherence to the 60-40 north-south split and a vague reference to geographic equity. However, given our growth and congestion levels it seems reasonable that the SANBAG region should compete for at least its per-capita share, or the share it might expect per the STIP regional share formula (slightly more than simple per-capita).

Additional issues of concern are: 1) how post-construction corridor management is to be funded, and 2) the relative priority to be given to urban projects such as I-215, I-10, and I 15, versus rural projects such as SR-58 that principally serve interregional or interstate traffic. SB45, which established the current STIP process, splits STIP funds into a 75% "Regional" share, and a 25% "Interregional" share.

On December 8, 2006, Caltrans released its preliminary list of CMIA recommendations (Attachments 4 and 5), which in staff's opinion is a reasonable reflection of these criteria.

Although Caltrans initially indicated that it would prepare a "Tier 1" list of $4.5 billion and a "Tier 2" list of another $1.5 billion to provide for CTC discretion in project selection, they ultimately released only one list with a total value of $6.2 billion. In San Bernardino County, Caltrans' list excludes all but on-system mainline improvements and management systems to maintain mainline performance. Caltrans is proposing to address corridor management funding by taking $150 million off the top, and is calling for dedication of about 80% of available funds to urban or "Regional" projects, and 20% to interregional projects.

Caltrans' proposed list totals $320 million in San Bernardino County, $227 million for regional/urban projects, and $93 million for SR-58. Specifically, the list includes:

- I-215 North in San Bernardino widening and reconstruction
- I-10 Fontana area auxiliary lanes and ramp improvements
- I-10 Yucaipa-Redlands westbound widening
- I-15 Phase 2, Victor Valley area
- SR-58 widening near Hinkley

Caltrans' list excludes all interchange improvements proposed by SANBAG on I-10 and I-15, as well as the freeway-to-freeway connector improvements in the I-215/SR-210 interchange.

SANBAG's per-capita share of the $4.35 billion (assuming Caltrans takes $150 million off the top for traffic system management) would be about $261 million, of which $209 million would represent an 80% "regional" share, and $52 million would represent an "interregional" share. Caltrans' proposal exceeds SANBAG's per-capita fair share by 23% (9% on urban/regional projects, and 79% on interregional projects), while statewide Caltrans' proposal exceeds available funds by 38%.

SANBAG will be challenged to not only support and sustain all regional projects proposed by Caltrans, but also present the case for the balance of the projects on the SANBAG list.

Financial Impact: This item has no direct impact on the approved Fiscal Year 2006-2007 SANBAG Budget. Success in the competitive CMIA process can contribute significantly to successful delivery of the Measure I 2010-2040 Valley Freeway, Valley Freeway Interchange, and Victor Valley Major Local Streets programs.

Reviewed By: This item was reviewed by the Plans and Programs Policy Committee on December 20, 2006, which recommended nomination of projects listed by both SANBAG and Caltrans, as well as the projects from the SANBAG list not included by Caltrans *(Meeting chaired by Paul Eaton.)*

Responsible Staff: Ty Schuiling
Director, Planning and Programming

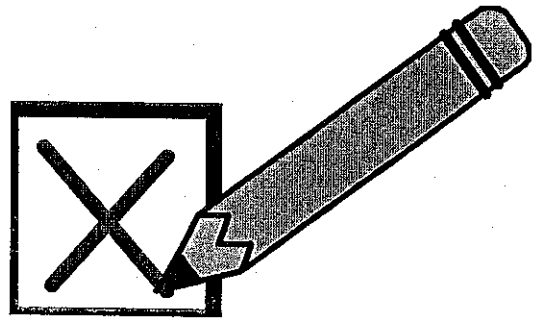
Attachment 1

Proposition 1B - Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

$2 billion for the Local Street and Road Improvement, Congestion Relief, and Traffic Safety Account	Appropriated to the Controller, upon approval by Legislature, likely through state's annual budget bill to fund improvements to local transportation facilities that will repair and rehabilitate local streets and roads, reduce local traffic congestion, improve traffic flow, or increase traffic safety.	The League is drafting legislation with the California State Association of Counties to allocate $1 billion each for cities and counties over five years beginning in FY 07-08.
$4.5 billion to the Corridor Mobility Improvement Account	Funds must be appropriated to the California Transportation Commission (CTC) through state's annual budget bill to relieve congestion by expanding capacity, enhancing operations, and improving travel times in high congestion travel corridors. The CTC must adopt guidelines for project selection criteria to receive these funds. CTC will fund projects based on meeting guidelines for projects nominated by Caltrans, regional transportation agencies and county transportation authorities and commissions.	The CTC project guidelines for the Corridor Mobility Improvement Account were adopted November 8, 2006. Project nominations must be submitted to the CTC by January 16, 2007. The CTC will adopt an initial program to receive funding by March 1, 2007.
$1 billion for improvements to State Route 99 traversing approximately 400 miles of the Central Valley.	Funds must be appropriated to Caltrans through the state's annual budget bill.	When available, Caltrans will allocate this money for safety, operational enhancements, rehabilitation, or capacity improvements on the State Route 99 corridor.
$3.1 billion for the California Ports Infrastructure, Security, and Air Quality Improvement Act.	Funds must be appropriated to the California Transportation Commission (CTC) through state's annual budget bill for infrastructure improvements to seaports, land ports of entry and airports, to relieve traffic congestion along major trade corridors, and to improve freight rail facilities to enhance the movement of goods from port to marketplace. Program guidelines subject to conditions and criteria	Program guidelines have not been determined. The CTC has held listening session with stakeholders around the state to determine how this program is going to work. To date, a consistent vision has not been established. Legislation to establish the program is likely needed to further define the program.

	established by the Legislature.	
$200 million for school bus retrofitting and replacement to reduce air pollution.	Appropriated upon approval by Legislature, likely through state's annual budget bill to reduce children's exposure to diesel emissions.	It is unknown at this time how this program will be administered. The allocation process will be determined by legislative statutes
$2 billion for projects in the State Transportation Improvement Program (STIP).	Appropriated to the CTC, upon approval by Legislature, likely through state's annual budget bill. Funds will be allocated for projects based on existing formula.	The CTC has stated that they would like this funding available immediately, but don't want to program it all at one time. The CTC may ask the Legislature to appropriate the funds on an on-going basis as projects are ready to be funded.
$1 billion for the State-Local Partnership Program Account	Appropriated upon approval by Legislature, likely through state's annual budget bill. Requires legislation to implement and adopt program guidelines. This program requires a dollar for dollar match of local funds.	The CTC has held meetings with a working group of stakeholders to establish what this program will look like. The guidelines are still being developed, but the CTC hopes to have them clarified by January.
$4 billion for the Public Transportation, Modernization, Improvement and Service Enhancement Account	Appropriated to Caltrans and Controller upon approval by Legislature, likely through state's annual budget bill for capital improvements and fleet expansion to enhance public transit, intercity and commuter rail, and waterborne transit.	Funds allocated directly to transit operators under existing formula (STA).
$1 billion for the Transit System Safety, Security and Disaster Response Account	Appropriated upon approval by Legislature, likely through state's annual budget bill, for capital projects that provide increased protection against a security and safety threat and increase the capacity of transit operations to move people, goods and emergency personnel, and equipment in the preparation for and the aftermath of a disaster.	It is unknown at this time how this program will be administered. The allocation process will be determined by legislative statutes.

$125 million for the Local Bridge Seismic Retrofit Account	Appropriated to Caltrans upon approval by Legislature, likely through state's annual budget bill.	Local agencies should work with Caltrans to access these funds, which will be used for the required 11.5 percent match for federal Highway Bridge Replacement and Repair funds for seismic work on local bridges, ramps and overpasses.
$750 million for the Highway Safety, Rehabilitation and Preservation Account (SHOPP)	Appropriated upon approval by Legislature, likely through state's annual budget bill for highway safety, rehabilitation, and pavement preservation projects, including $250 million for traffic light synchronization projects or other technology-based improvements to improve safety operations and the capacity of local streets and roads.	Allocated per existing SHOPP process. Caltrans will develop a program to fund traffic light synchronization or other technology based improvements on local system.
$250 million for the Highway-Railroad Crossing Safety Account	Appropriated to Caltrans upon approval by Legislature, likely through state's annual budget bill for the completion of high priority grade separation and railroad crossing safety improvements.	$150 million of this fund will be allocated per current statute, except that a dollar for dollar match of non-state funds is required. Of the $250 million, the CTC will allocate $100 million in consultation with the High-Speed Rail Authority.



Proposition 1B

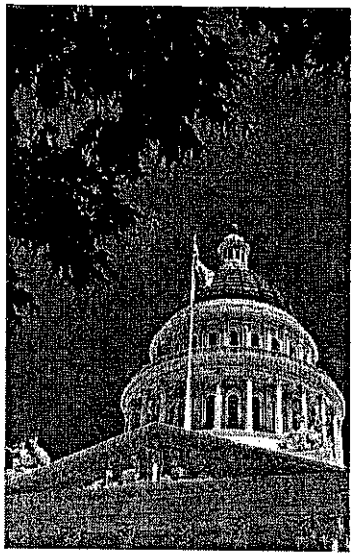
- Transportation, Air Quality & Port Security Act – on November ballot
- $19.925 billion statewide
- Simple majority required for passage

Bond Components

- $4.5 billion for corridor mobility
- $4 billion for transit capital
- $3.1 billion for port infrastructure, security and air quality
- $2 billion for highway capacity (STIP)
- $2 billion for local streets/roads, to be allocated to cities and counties
- $1 billion for transit system security

Additional Bond Components

- $1 billion for state-local partnership projects (1:1 match for local sales tax projects)
- $1 billion for Route 99 improvements
- $750 million for highway safety and rehab
- $250 million for railroad grade separations
- $200 million for school bus retrofit
- $125 million for bridge seismic retrofit



Funding Criteria

Corridor Mobility Category - $4.5B

- Likely to be 40/60 split for north/south
- Reduced travel time on highly congested travel corridors
- Improved access to jobs, housing, commerce
- Quick delivery/quick congestion relief
- High benefit/cost ratio

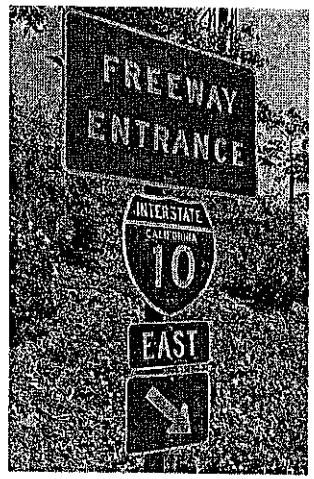
Intelligent Transportation

- Projects with traffic system management elements will score well
- Traffic detection equipment
- Ramp metering
- Other operational improvements

Candidate Projects

- Projects must be ready to build by 2012
- SANBAG & Caltrans have identified projects that meet this timing. Projects like these could be funding candidates.
- SANBAG, RCTC, District 8 to work together to submit package of projects

Interstate 10 Corridor

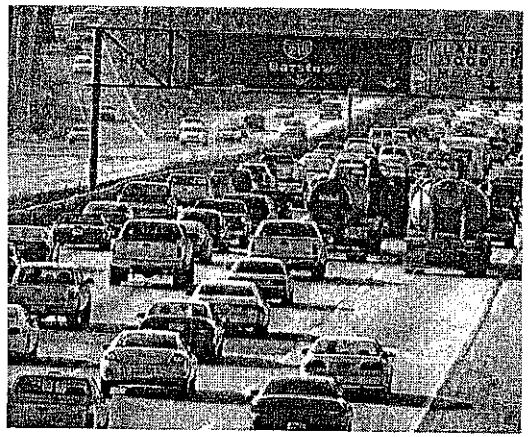


- Reconstruction of six I-10 interchanges between I-15 and I-215. To be completed prior to ultimate I-10 corridor improvements (carpool lane, bridge widening, sound walls)
- Construction of some ICs could start in 2007
- Estimated project cost: $250 million for interchanges; Measure I = $135M, developer fees = $53M, federal funds = $4M
- Estimate for full corridor = $925 million

I-10 Westbound Lane

- New mixed-flow lane on WB I-10 between Yucaipa and Redlands for traffic congestion relief. Includes sound walls and drainage improvements.
- PA/ED began in July 2004, set for completion in spring 2007. Design to take 2-3 years. Construction could start in 2010.
- Estimated cost: $36 million; Measure I = $5M

I-215 Widening



- Widening of I-215 by two lanes north and south in San Bernardino to relieve traffic. Project to widen bridges, remove fast-lane entrances/exits, improve access, add sound walls.
- 5th Street bridge portion to start in 2007. Work on freeway lanes to start in mid-07 and take 6-7 years. Some I-215 funding was dropped from STIP earlier this year.
- Estimated cost: $640 million; Measure I = $40M, federal = $200M; state $268M

Interstate 15 Improvements

- Reconstruction of D Street, E Street and Stoddard Wells interchanges; widening of Mojave River bridge at I-15 in Victorville
- PA/ED began in 2005 and should be completed by late 2007. Final design and ROW should take 2-3 years. Construction could start by 2010.
- Estimated cost: $113 million; federal = $1M, state = $67.4M

La Mesa/Nisqualli Interchange

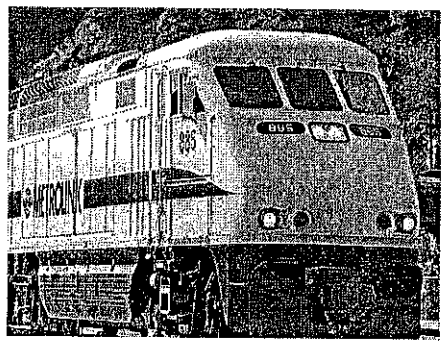
- New interchange with I-15 in Victorville. Would provide new east-west route and an alternative to severely congested BV Road.
- Environmental document has been approved. ROW and final design have started and should take 18-24 months to complete.
- Estimated cost: $70 million; Measure I and developer fees = $24M, federal = $4.5M

Devore Interchange

- Widening of I-215/I-15 interchange to relieve bottleneck. Project to add two lanes to I-15 through the IC and reconfigure the design.
- Would require design-build to escalate project to meet 2012 deadline. PA/ED to start in early 2007 and take three years. Final design to take two years.
- Estimated cost: $202 million; Measure I to fund $40M.

Metrolink Maintenance Facility

- Creation of Metrolink Eastern Area Maintenance Facility in Colton to accommodate growth of service lines in the IE. SCRRA has 39 locomotives and 151 rail cars and needs add'l storage/work space.
- Construction set to start in spring 2008. Project has two phases.
- Estimated cost: $64.9 million; $34.9M is funded



Metrolink Sealed Corridor

- Reduces access to tracks through locked gates, fencing, median separators, islands and grade separations. Helps enhance safety of train passengers, pedestrians and neighbors.
- Phase I underway in Antelope Valley and Ventura County. If funds are available, work could begin on other lines, based on priority.
- Estimated cost: $45 million; $15 million identified

Metrolink Maintenance-of-Way

- Creation of centralized facility for track, signal and bridge maintenance along Metrolink right-of-way. Will lose several of current staging facilities during the next few years.
- Seeking location for facility. If funds are available, SCRRA can purchase and begin construction.
- Estimated cost: $10.12 million

Metrolink Rail Cars

- Purchase of 30 rail cars to allow longer trains and expanded service to meet projected demand. Riders expected to grow systemwide from 42,000 to 51,000 by 2010.
- SCRRA could exercise contract option to buy 30 cars; delivery of cars within 3.5 years.
- Estimated cost: $272 million; $212M identified

Questions/Answers

- For more information:
  Call SANBAG: (909) 884-8276
- SANBAG to monitor fund allocation process for all categories
- Visit voterguide.ss.ca.gov for Proposition 1B analysis
- Thank you!

CALIFORNIA TRANSPORTATION COMMISSION
Corridor Mobility Improvement Account Program Guidelines
Adopted November 8, 2006

The Corridor Mobility Improvement Account (CMIA) presents a unique opportunity for the state's transportation community to provide demonstrable congestion relief, enhanced mobility, improved safety, and stronger connectivity to benefit traveling Californians. The California Transportation Commission (CTC) will work in partnership and collaboration with Caltrans and regional agencies to identify, program, and deliver priority projects in key corridors that yield the mobility and connectivity benefits Californians expect, consistent with the following CMIA guidelines. In taking advantage of this opportunity, it is vital that the transportation community maintain the trust and confidence of those who have provided the wherewithal to implement this program. The transportation community can fulfill the promise of the CMIA program through strategic investments statewide, consistent with regional and state priorities, combined with a renewed focus on achieving and maintaining needed corridor mobility and continuity benefits, and through efficient and timely project delivery. The Commission recognizes that this program will require flexibility to implement, that no one strategy or approach will work equally well throughout the state, and that success can only be achieved when the Commission, Caltrans and regional agencies share equally in the commitment to implement these high priority corridor investments.

General Program Policy

1. Authority and purpose of CMIA guidelines. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding from $4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA). The funds in the CMIA are to be available to the California Transportation Commission, upon appropriation in the annual Budget Act by the Legislature, for allocation for performance improvements on the state highway system or major access routes to the state highway system.

   The Bond Act mandates that the Commission develop and adopt guidelines for the CMIA program, including regional programming targets, by December 1, 2006. It further mandates that the Commission allocate funds from the CMIA to projects after reviewing project nominations submitted by the Department of Transportation (Caltrans) and the same regional agencies that prepare regional transportation improvement programs (RTIPs) nominating projects for the state transportation improvement program (STIP).

   The purpose of these guidelines is to identify the Commission's policy and expectations for the CMIA program and thus to provide guidance to Caltrans, regional agencies, and other project proponents and implementing agencies in carrying out their responsibilities under the program. The program is subject to the provisions of the Bond Act, in particular subdivision (a) of Section 8879.23 of the Government Code, and these guidelines are not intended to preclude any project

nomination or any project selection that is consistent with the Bond Act. The Commission cannot anticipate all circumstances that may arise in the course of program implementation, and the Commission may find it appropriate to make exceptions to any provision in these guidelines or to revise or adapt its policies as issues arise in program implementation.

2. CMIA Program Intent. In selecting projects for funding under the CMIA program, the Commission intends to balance the following three general mandates provided in the Bond Act:

   a. Mobility improvement and other project benefits. The basic CMIA policy objective is to improve performance on highly congested travel corridors. Improvements may be on the state highway system or on major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within high-congestion travel corridors. To include a project in the CMIA program, the Commission must find that it "improves mobility in a high-congestion corridor by improving travel times or reducing the number of daily vehicle hours of delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway or road segment."

   b. Geographic balance between regions. The Bond Act requires the Commission, in adopting a program for the CMIA, to find that the program is geographically balanced, consistent with the north/south split that applies to the STIP (40% north, 60% south), and to find that it "provides mobility improvements in highly traveled or highly congested corridors in all regions of California."

   c. Early delivery. The Bond Act requires the Commission, in adopting a program for the CMIA, to find that the program targets funding "to provide the mobility benefit in the earliest possible timeframe." It also mandates that the inclusion of a project in the CMIA program be based on a demonstration that the project can commence construction or implementation no later than December 31, 2012.

3. Urban and Interregional Corridors. In selecting projects for funding under the CMIA program, the Commission intends also to balance improvements to mobility in highly congested urban corridors and improvements to mobility and connectivity in interregional state highway corridors. The Commission expects to evaluate urban corridor and interregional corridor improvements separately. The Commission expects that CMIA program improvements outside urbanized areas will be focused primarily, but not exclusively, on the focus routes identified by Caltrans in its Interregional Transportation Strategic Plan (ITSP), as presented to the Commission in 1998. **However, this statement of intent does not exclude the**

nomination and consideration of any project eligible for funding under the program.

4. Evaluation of Project Benefits. The Commission intends to give priority to those projects that provide the greatest benefit in relationship to project cost, as demonstrated by a project nomination and supporting documents. The Commission will consider measurable benefits using the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) developed and in use by Caltrans. This model includes measures of annual travel time savings and annual safety benefits (reduced injury and fatality rates) in the corridor. The model, however, is but one measure of benefits, and the Commission will also consider other assessments of time savings, safety benefits, quantifiable air quality benefits, and other benefits identified in the project nominations. The Commission's evaluation of project cost effectiveness will be based on the full cost of construction and right-of-way, including engineering costs, without regard for the sources of funding that may be used to meet those costs.

5. Local Funding Contribution. The Commission intends also to consider the contribution of local funding in the selection of projects for CMIA funding. The Commission's expectation of local funding may increase with the size of the project, the share of local traffic in the corridor, and the ability of the regional agency or a local implementing agency to contribute funding to the project.

6. Project eligibility. Under the Bond Act, a CMIA project must be on the state highway system or on a major access route to the state highway system on the local road system. The Commission must also find that:

   - The project either (1) reduces travel time or delay, (2) improves connectivity of the state highway system between rural, suburban, and urban areas, or (3) improves the operation or safety of a highway or road segment.
   - The project improves access to jobs, housing, markets, and commerce.
   - The project can commence construction no later than December 31, 2012.

   Under the Bond Act, the Commission may not program a project unless it is nominated by either or both Caltrans and a regional agency. Projects will be programmed according to the same project components used for the STIP—(1) environmental and permits, (2) plans, specifications, and estimates, (3) right-of-way, and (4) construction.

   The Commission's general expectation is that each CMIA project will have a full funding commitment through construction, either from the CMIA alone or from a combination of CMIA and other state, local, or federal funds.

   The Commission expects the CMIA program to include, though not necessarily be limited to:

   - Traffic system management elements, including traffic detection equipment.

- Ramp metering and other operational improvements.
- New traffic lanes to add capacity.
- New or improved alignments for access control, including the conversion of conventional highways to expressway or expressways to freeways.

The Commission expects the inclusion of an interchange project in the CMIA program to be based on the contribution of the interchange to the improvement of traffic flow in a highly congested urban corridor or to the provision of new access control in an interregional corridor.

7. Corridor system management plan. The Commission expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time and to describe how they intend to do so in project nominations. For urban corridor capacity improvements, the Commission intends to give priority to projects where there is a corridor system management plan in place to preserve corridor mobility or where there is a documented regional and local commitment to the development and effective implementation of a corridor system management plan, which may include the installation of traffic detection equipment, the use of ramp metering, operational improvements, and other traffic management elements as appropriate. Development of a corridor system management plan may occur simultaneously with project implementation, as described in the project nomination.

   The capital cost of traffic detection equipment and other elements of a congestion management plan may be included in the cost of an improvement project to be funded from the CMIA. Where they are included in the project nomination, the Commission may require the installation of traffic detection equipment and the implementation of other elements of a congestion management plan as a part of the project approved for CMIA funding.

8. Other funding sources. The Commission recognizes the important funding role that regional agencies play in implementing projects on the state system. The Commission may find it appropriate to develop full funding commitments to CMIA projects that take into consideration additional investments already made, or to be made, by agencies to enhance corridor mobility and connectivity.

   However, as a matter of general policy, the Commission does not intend to program CMIA funding to replace funding already programmed in the STIP, including funding from other sources identified in the STIP as providing the full funding commitment for a STIP project component. The Commission may make an exception if it finds that replacing funds already programmed would further the objectives of the CMIA program.

   The Commission does not intend generally to program CMIA funding to cover cost increases for project components already programmed in the STIP. The Commission's general expectation is that STIP project cost increases will be

covered from the STIP, including other sources already identified as providing the full funding commitment for the STIP project. However, the Commission may make an exception if it finds that there is no reasonable funding alternative and that covering the cost increase with CMIA funding would further the objectives of the CMIA program.

In selecting projects for CMIA funding, the Commission may also consider the availability and appropriateness of funding for the project from other Bond Act programs.

Project Nomination and Selection Process

9. Initial Program. The Commission will adopt an initial CMIA program of projects by March 1, 2007. The initial CMIA program will include only projects that are nominated by Caltrans or by a regional agency no later than January 16, 2007. Between March 1, 2007 and the adoption of the first program update (in conjunction with the 2008 STIP), the Commission may amend the initial CMIA program, but will do so only for projects that were nominated for the initial program by January 16, 2007. The consideration of programming for projects not nominated for the initial program will await the first full program update in 2008.

10. Program Updates. The Commission intends to program CMIA funds as soon as possible, consistent with the objectives and statutory mandates of the program. If a portion of the $4.5 billion authorized for the program remains unprogrammed, the Commission will adopt an update to the CMIA program biennially in conjunction with the development and adoption of the biennial STIP. Each program update will be adopted no later than the date of adoption for the STIP and will include only projects that are nominated by Caltrans or by a regional agency no later than the date on which regional transportation improvement programs nominating projects for the STIP are due.

11. Project nominations. Project nominations and their supporting documentation will form the primary basis for the Commission's CMIA program project selection. Under the Bond Act, all projects nominated to the Commission for CMIA funds shall be included in a regional transportation plan. Each project nomination should include:

- A cover letter with signature authorizing and approving the nomination.
- A project fact sheet (see Appendix A) that describes the project scope, cost, funding plan, project delivery milestones, and major benefits.
- A brief narrative (1-3 pages) that provides:
  - A description of the travel corridor and its function, and how the project would improve mobility, reliability, safety, and connectivity within the corridor.

- A description of project benefits, including how the project would improve travel times or reduce the number of daily vehicle hours of delay, improve the connectivity of the state highway system between areas, or improve the safety of a highway or roadway segment. The description should also include air quality benefits and other benefits. To the extent possible, the narrative should quantify project benefits and cite documentation, including environmental documents, in support of any estimates of project benefits.
- A description of how the project would improve access to jobs, housing, markets, and commerce.
- A description of the risks inherent in the nomination's estimates of project cost, schedule, and benefit.
- A description of the corridor management approach to preserving project mobility gains, which may include the corridor system management plan or the commitment of regional and local agencies to develop and implement a plan.

- A project benefit/cost analysis input sheet (see Appendix B).
- Documentation of the basis for the costs, benefits and schedules cited in the project nomination. As appropriate and available, the documentation should include the project study report, the environmental document, the corridor system management plan or documentation of the commitment to the development and implementation of a plan, the regional transportation plan, and any other studies and analyses that provide documentation regarding the quantitative and qualitative measures validating the project's consistency with CMIA program objectives.

If the nomination includes CMIA funding to replace other funding for a STIP project component or funding to cover a STIP project cost increase, the narrative should also include a description of how the proposed CMIA funding would further the objectives of the CMIA program.

An agency may nominate a project by submitting an endorsement of a nomination submitted by another agency without submitting a duplicate nomination package and documentation.

An agency that submits or endorses project nominations for more than one project should also identify its project funding priorities and the basis for those priorities.

12. Project Cost Estimates. All cost estimates cited in the project fact sheet and in the benefit/cost analysis input sheet will be escalated to the year of proposed delivery. For projects on the state highway system, only cost estimates approved by the Director of Transportation or by a person authorized by the Director to approve cost estimates for programming will be used. For other projects, only cost

estimates approved by the Chief Executive Officer or other authorized officer of the responsible local implementing agency will be used.

13. Submittal of Project Nominations. For the initial program, the Commission will consider only projects for which a nomination and supporting documentation are **received in the Commission office by 5:00 p.m., January 16, 2007, in hard copy**. A nomination from a regional agency will include the signature of the Chief Executive Officer or other authorized officer of the agency. A nomination from Caltrans will include the signature of the Director of Transportation or a person authorized by the Director to submit the nomination. Where the project is to be implemented by an agency other than Caltrans or the regional agency, the nomination will also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency. The Commission requests that each project nomination include five copies of the cover letter, the project fact sheet, the narrative description, and the benefit/cost analysis input sheet, together with two copies of all supporting documentation.

    All nomination materials should be addressed or delivered to:

    John Barna, Executive Director
    California Transportation Commission
    Mail Station 52, Room 2222
    1120 N Street
    Sacramento, CA 95814

14. Cost and Delivery Commitments and Expectations. Because estimated project costs and delivery dates are important elements of project evaluation and selection for the CMIA program, the Commission will actively monitor project development and will reevaluate projects as costs and delivery dates may change.

    The standards for project programming and project readiness for allocation will be the same as for the STIP. Project components will be programmed for a particular dollar amount in a particular fiscal year, corresponding to the fiscal year when construction (or other component implementation) is to begin.

    If the estimated cost for a project increases or if a project fails to meet a project delivery milestone, the Commission will expect Caltrans or the regional agency to report on its plan to bring the project within cost and schedule or to revise the project's funding plan and schedule. The Commission may amend the project's CMIA programming accordingly. If the Commission finds that, as a result of cost increases or schedule delays, the project is either no longer fundable or no longer competitive in terms of cost effectiveness, the Commission may delete the project from the CMIA program. The Commission's intent, however, is to work with Caltrans and regional and local implementing agencies to see that projects proceed to construction.

An implementing agency may identify a project cost increase or delay at any time and request an amendment of the project's programming. With each biennial program update, every project in the program will be reevaluated for cost and delivery schedule.

15. Quarterly CMIA Delivery Report. Commission staff, in cooperation with the Caltrans, regional agencies and local implementing agencies, will report to the Commission each quarter on the status of each project in the CMIA program. The report will identify progress against delivery milestones and any changes in project costs or schedules that may require amendment of the CMIA program.

Regional Programming Targets

16. Intent for Targets. The Bond Act calls for the Commission's guidelines to include "regional programming targets," though it does not specify how the targets are to be used or how they are to be determined. The Commission's intent is that target amounts be provided only as general guidance to Caltrans and regional agencies for carrying out their responsibilities in making project nominations. **The targets do not constitute an allocation, a guarantee, a minimum, or a limit on programming in any particular county or region of the state.**

For this purpose and in consultation with regional agencies, the Commission has defined the following broad regions of the state for use in establishing regional programming targets:

- San Diego County;
- Southern California, to include the six counties of the Southern California Association of Governments (SCAG);
- Eastern Sierra, to include Inyo and Mono counties;
- Central Coast, to include the five counties of Caltrans District 5;
- San Joaquin Valley, include the thirteen counties of Caltrans Districts 6 and 10;
- San Francisco Bay Area, to include the nine counties of the Metropolitan Transportation Commission (MTC);
- Sacramento Valley, to include the ten counties of Caltrans District 3, excluding Glenn County; and
- North State, to include the remaining twelve counties, including Glenn County and Caltrans Districts 1 and 2.

Each regional agency is permitted to make its own project nominations and to identify its own priorities for the Commission. However, the Commission welcomes and encourages the development of joint priorities and proposals from the nominating agencies located within each of these broader regions or between regions. The Commission encourages the two regions that include counties in both the north and south (San Joaquin Valley and Central Coast) to develop their priorities and proposals without regard to the north/south split.

17. Regional Programming Targets. The Commission is providing regional programming targets for the CMIA program, intended as general guidance only. **The targets are neither minimums nor maximums. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular area of the state. The only geographic constraints on the Commission's programming are that, over the life of the CMIA program, the program must be consistent with the north/south split and it must provide mobility improvements in each of the target regions.**

CMIA Regional Programming Targets
(Range, in $ millions)

	Low	High
Urban Corridors		
Sacramento Valley	$ 82	$ 197
San Francisco Bay Area (MTC)	342	821
San Joaquin Valley	93	222
Southern California (SCAG)	901	2,162
San Diego	157	377
Subtotal, urban	$1,575	$3,780
Interregional Corridors		
North State	$ 202	$ 486
Sacramento Valley	46	110
San Francisco Bay Area (MTC)	24	58
Central Coast	54	130
San Joaquin Valley	241	578
Eastern Sierra	15	36
Southern California (SCAG)	88	211
San Diego	5	11
Subtotal, interregional	$ 675	$1,620
Total	$2,250	$5,400

The factors used to determine targets were population for urbanized areas over 200,000 and deficient mileage identified by Caltrans for state highway focus routes. **The use of these factors, however, does not prescribe or limit where projects may be proposed by any agency or where they may be selected by the Commission.**

Allocations and Amendments

18. Allocations from the CMIA. The Commission will consider the allocation of funds from the CMIA for a project or project component when it receives an allocation request and recommendation from Caltrans, in the same manner as for the STIP. The recommendation will include a determination of the availability of appropriated CMIA funds. The Commission will approve the allocation if the funds are available, the allocation is necessary to implement the project as included

in the adopted CMIA program, and the project has the required environmental clearance.

19. CMIA Program Amendments. Caltrans and regional agencies may request CMIA program amendments and the Commission will approve amendments in the same manner as for STIP amendments, except that:

- CMIA program amendments will not add new projects that were not included in the nominations for the initial program or the current biennial update.
- CMIA program amendments may amend projects at any time, including projects programmed for the current fiscal year.
- CMIA program amendments need only appear on the agenda published 10 days in advance of the Commission meeting. They do not require the 30-day notice that applies to STIP amendments. However, the Commission will not act on program amendments with less than a 30-day notice without agreement from all project funding partners.
- The Commission may initiate a CMIA program amendment to delete a project, or to revise its scope, cost, or schedule, after a review of the progress of project delivery.

Where the Commission finds that a project nomination is insufficiently developed or documented to support inclusion in the program, it may invite the nominating agency to resubmit the nomination for later amendment into the program.

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency:			**Fact Sheet Date:**
Contact Person			
Phone Number		Fax Number	
Email Address			

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate:	Congressional:
	Assembly:	
Implementing Agency (by component)	PA&ED:	PS&E:
	R/W:	CON:
Project Title		

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

Description of Major Project Benefits

Expected Source(s) of Additional Funding Necessary to Complete Project - as identified Under 'Additional Need'

Project Delivery Milestones (month/year):	
Project Study Report (PSR) complete	
Notice of Preparation — Document Type:	
Begin Circulation of Draft Environmental Document	
Final Approval of Environmental Document	
Completion of plans, specifications, and estimates	
Right-of-way certfication	
Ready for advertisement	
Construction contract award	
Construction contract acceptance	

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 0-Jan-00
County	CT District	PPNO *	EA *	Region/MPO/TIP ID *
0	0	0	0	0
Project Title:	0			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project Total
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT) *	0	0	0	0	0	0	0	0
CON SUP (CT) *	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 0-Jan-00
County	CT District	PPNO *	EA *	Region/MPO/TIP ID *
0	0	0	0	0
Project Title:	0			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

APPENDIX B

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROGRAM
BENEFIT/COST ANALYSIS: PROJECT INPUT SHEET

Region/District: | County: | Route: | EA:

Describe Project: | Post mile: | PPNO:

PROJECT DATA

Type of Project	Enter "X"
Hwy Capacity Expansion	
Operational Improvement	
Transp MGMT System (TMS)	
Other (describe:)	

Project Location (1 = So. Cal., 2 = No. Cal., or 3 = rural)		
Length of Construction Period		years
Duration of Peak Period (AM+PM)		hours

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)
Fatal Accidents	
Injury Accidents	
Property Damage Only (PDO) Accidents	

Statewide Average for Highway Classification

	w/o Project	w/ Project
Accident Rate (per mil. veh-miles)		
% Fatal Accidents		
% Injury Accidents		

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design

	w/o Project	w/ Project	HOV Restriction
Number of General Traffic Lanes			
Number of HOV Lanes			
Highway Free-Flow Speed (in mph)			(2 or 3)
Project Length (in miles)			

Average Daily Traffic	w/o Project	w/ Project
Current		
Forecast (20 years after construction)		
Average Hourly HOV Traffic (if HOV lanes)		
Percent Trucks (include RVs, if applicable)		
Truck Speed (if passing lane project)		

TOTAL PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
2007-08	$
2008-09	$
2009-10	$
2010-11	$
2011-12	$
2012-13	$

COMMENTS:

Prepared by: | Phone No: | E-Mail:

CONTACT: Mahmoud Mahdavi 916-653-9525 mahmoud_mahdavi@dot.ca.gov FAX: 916-653-1447

DRAFT LIST CMIA CANDIDATE PROJECTS 12/6/06

Route	PM Back	PM Ahead	Description	Implementing Agency	Total Project Cost	Requested CMIA	Fund Source	Comments
10	29.4	39.2	Redlands; Install TSM Field Elements & Ramp Improv	Caltrans	$16,325	$16,325		
10	11.6	19.1	In Fontana; widen Exit Ramps and Construct Aux. lanes	SANBAG	$30,325	$30,325		Part of I-10 Mainline HOV Project
10	33.3	36.9	Redlands & Yucaipa; Construct Westbound Mixed Flow	SANBAG	$34,000	$33,000	CMIA	Inter-County connection w/ Riverside County
							Measure I	Measure I funds to be shifted to I-215 Bi-county Project
10	20.1	22	Route 10 Pepper Ave Interchange Modification	SB County	$36,640	$21,438	CMIA	Interchange improvements
							Fed	are nececessary prior to
							DIF	I-10 Mainline HOV
10	14.8	15.5	Route 10 Citrus Avenue Interchange Reconstruction	Fontana	$57,135	$43,255	CMIA	improvements
							DIF	
10	17.8	19.3	Route 10 Cedar Interchange Reconstruction	SB County	$40,251	$32,151	CMIA	I-10 Mainline HOV included in Measure I 2010-2040
							DIF	
10	18.7	20.8	Route 10 Riverside Ave Interchange Reconstruction	Rialto/SANBAG	$29,714	$16,655	CMIA	
							Fed	
							Local	
							DIF	
10	12.5	13.8	I-10 Cherry Interchange Reconstruction	Fontana	$58,950	$46,730	CMIA	
							DIF	
10			TSM Field Elements	SANBAG	$22,783	$22,783		
15	40.8	44.7	Route 15 Widening (Phase 2)	Caltrans	$185,718	$46,432	CMIA	Long term high priority project for both Caltrans and
							RTIP	SANBAG that has had a history of inadequate funding
							ITIP + Aug	
							Fed	
15	16.2	26.5	Near Devore; Install TSM Field Elements	Caltrans	$22,716	$22,716		
15	38.3	39.4	Route 15 La Mesa Road/Nisquali Road Interchange	Victorville	$65,085	$31,335	CMIA	New Local interchanges on I-15 that relieve congestion
							Fed	at existing local interchanges
							Local	
							DIF	
15	29.5	30.9	I-15 Ranchero Rd Interchange Construction	Hesperia	$54,000	$27,000	CMIA	
							Local	
							DIF	
210	0	22.8	Route 210 - Connection to I-215	SANBAG	$54,967	$22,000	CMIA	Final element of SR 210 - High speed connectors
							RTIP	Measure I funds to be shifted to I-215 Bi-County
210	21.8	33.2	Various Cities; Install TSM Field Elements & Widen	Caltrans	$18,767	$18,767		
215	4.1	10.1	Route 215 HOV Lanes - Rte 10 to Rte 210	SANBAG	$694,728	$111,693	CMIA	Widening of I-215 through San Bernardino and improving
							RTIP + Aug	freeway interchanges
							Fed	Measure I funds to be shifted to I-215 Bi-County
							TCRP	consistent with Corridor Management Plan
							Measure I	
215	7	17.8	On Route 215; Install TSM Field Elements & Widen O	Caltrans	$11,044	$11,044		
					$1,383,148	$553,649		

Route	PM Back	PM Ahead	Description	Implementing Agency	Total Project Cost	Requested CMIA	Fund Source	Comments
58	0	12.9	Construct 4-lane Expressway	Caltrans	$164,454	$137,701		
58	21.8	31	Realign and Widen to 4-Lane Expressway	Caltrans	$23,811	$6,080		
					$188,265	$143,781		

ATTACHMENT 3

PRELIMINARY DRAFT
Caltrans Proposed CMIA Summary

By District

District 1	$150.0	
District 2	$80.1	
District 3	$372.0	
District 4	$1,360.0	
District 5	$363.0	*
District 6	$311.4	
District 7	$1,497.8	*
District 8	$636.7	
District 9	$50.0	
District 10	$265.0	
District 11	$561.6	
District 12	$405.3	
Total	$6,053.0	
CMIA TMS	$150.0	
Total CMIA	$6,203.0	

By CMIA Region

North State	$230.1	
Sacramento Valley	$372.0	
San Francisco Bay Area	$1,360.0	
Central Coast	$363.0	*
San Joaquin Valley	$576.4	
Eastern Sierra	$50.0	
Southern California-SCAG	$2,585.9	*
San Diego	$515.5	
Total	$6,053.0	

By North/South

	North	South	
District 1	$150.0		
District 2	$80.1		
District 3	$372.0		
District 4	$1,360.0		
District 5	$89.8	$273.2	*
District 6	$164.7	$146.7	
District 7		$1,497.8	*
District 8		$636.7	
District 9		$50.0	
District 10	$265.0		
District 11		$561.6	
District 12		$405.3	
Total	$2,481.6	$3,571.3	
Percent	41%	59%	

By Congestion/Connectivity

	Congestion	Connectivity	
District 1		$150.0	
District 2		$80.1	
District 3	$312.7	$59.3	
District 4	$1,102.0	$258.0	
District 5	$151.5	$211.6	*
District 6	$75.2	$236.2	
District 7	$1,482.0	$15.8	*
District 8	$543.1	$93.6	
District 9		$50.0	
District 10	$250.0	$15.0	
District 11	$515.5	$46.1	
District 12	$405.3		
Total	$4,837.3	$1,215.7	
Percent	80%	20%	

* - VEN/SB 101 HOV South (PM 39.8/43.6 - PM 0.0/2.4), for $151,470,000, is a continous project that crosses the Ventura and Santa Barbara County lines. It is included in the District 5 total and the Central Coast numbers, not District 7 or Southern California - SCAG

DRAFT - For Deliberative Purposes Only

PRELIMINARY DRAFT
Caltrans CMIA Project Candidates
($ x 1,000)

											Other Proposed Fund Sources				Project Milestones	
Dist.	EA5	County	Route	PM Back	PM Ahead	PSR	Description	Total Project Cost	Current Programmed Funding	Proposed CMIA	STIP IIP Augmentation	STIP RIP Augmentation	Local/ Measure	Other	PA&ED	Construction Start
08	0H160	RIV	215	8.4	15.7	12/31/06	Route 215 Widening - I-15 to Scott Road	$56,000		$56,000					1/1/2010	5/1/2012
08	0F541	RIV	91	0	10.8	12/31/06	71/91 Interchange and Connector	$99,014		$99,014					10/1/2009	7/1/2012
08	44840	RIV	91	15.6	21.6	Yes	Route 91 HOV Lanes from Adam St to 60/91/215 Interchange	$238,106	$76,616	$161,490					4/1/2007	7/1/2012
08	355560	SBD	15	41.9	46	Yes	On Route 15; Widening Phase 2 Completes the widening from victorville to Barstow	$135,718	$89,286	$46,432					3/1/2008	9/1/2010
08	49750	SBD	10	11.6	19.1	Yes	In Fontana; Widen Exit Ramps and Construct Auxilia	$30,325		$30,325					1/1/2008	6/1/2009
08	0F150	SBD	10	33.3	36.9	Don't Know	Redlands & Yucaipa; Construct Westbound Mixed Flow	$43,186		$38,186			$5,000		6/1/2007	2/1/2010
08	007130	SBD	215	4.1	10.1	Yes	In San Bernardino from just North of Route 10 to the Route 210 Interchange. Construct HOV Lanes, Mixed-Flow Lanes and operational improvements (TCR #57)	$769,202	$657,509	$111,693					12/1/2005	11/1/2010
08	043510	SBD	58	21.8	31	Yes	Near Hinkley from Valley View Drive to Agate Road. Realign and Widen to 4-Lane Expressway.	$108,567	$15,007	$93,560					5/1/2009	5/1/2012
							TOTALS	$1,480,116	$838,418	$636,700	$0	$0	$5,000	$0		

ATTACHMENT 5

12/8/2006, 1:54 PM

Comprehensive List of Goods Movement Projects within the MCGMAP Study Area

Updated: December 22, 2006

Category	Group	Total Number	Category Number	County	Mode	Description	Action Type	Cost ($Mill's)	Year of Cost	In State GMAP?	In RTP?	Time Frame	Comment	Notes	Source	Year
	1	1	1	LA	Intermodal	Construct on-dock rail improvements - POLB	Capacity	$379		Y		S/M	cost from D7 list			
	1	2	2	LA	Intermodal	Construct on-dock rail improvements - POLA	Capacity	$170		Y		S/M	cost from D7 list			
	2	3	3	LA	Port	Pier B Street intermodal rail yeard expansion		$258						Supported by MTA	POLB/LA High Priority Transportation Projects	
On-Dock Rail at Ports	18	4	4	LA	Port	New Cerritos Channel rail bridge	Capacity	$91				2015			POLB/LA High Priority Transportation Projects	
		5	5	VC		Port/rail intermodal access at Port of Hueneme	Capacity/ operational	$18		N		Mid	From D7 list			
	4	6	6	LA	Port	Mainline improvements within Harbor District		$173							POLB/LA High Priority Transportation Projects	
	2	7	1	LA	Intermodal	Expansion of BNSF and UP near-dock facility	Capacity	$158		N		Long	From D7 list			
Additional Intermodal Facilities	2	8	2	LA	Rail	ACTA Port area corridor system capacity improvements	Capacity	$112		N		Mid	From D7 list			
	2	9	3	LA	Intermodal	Construct BNSF "Southern California International Gateway" Near Dock Facility	Capacity	$176		Y		Short	cost from D7 list			
	2	10	4	LA	Intermodal	Complete UP Near Dock Intermodal Container Transfer Facility	Capacity					0-3 yrs			State GMAP	2006
Shuttle Trains / Alternative Technologies to Additional Intermodal Terminals	3	11	1	LA/SBD/RV	Intermodal	Shuttle train intermodal service to Inland Empire, Inland Terminal	Operational	$60		N		Short	From D7 list			
	4	12	1	LA/SBD/RV	Rail	High Speed Rail/Inland Rail - Connect to Port	Increases Capacity	$180				Long	HSR/Inland Rail - Port		SD Region Draft Freight Infrastructure Improvement Program	2006
	4	13	2	LA	Rail	Improve rail capacity (BNSF third main track, Fullerton to LA)	Capacity					>10 yrs			State GMAP	2006
Addition of Mainline Rail Capacity	4	14	3	LA	Port	Triple track s/o Thenard		$16.50							POLB/LA High Priority Transportation Projects	
	4	15	4	VC	Rail	Santa Paula Branch Line from Santa Clarita to Port Hueneme	Capacity			N			From SCAG policy paper			
	5	16	1	LA/SD/VC	Ports	Operate ports during extended hours	Operational			Y		immed.				
Modification of Port Hours	5	17	2	LA/SD/VC	Ports	Expand labor force at the ports	Operational			Y		immed.				
	5	18	3	LA	Ports	Continue PierPass program at the San Pedro Bay ports and eventually extend to 24-hour operations when warranted.										
Modification of Delivery Hours	6	19	1	All	Intermodal	Modification of Delivery Hours										
	7	20	1	LA	Highway	Construct truck lanes on I-5, SR 14 to Calgrove Blvd.	Capacity			Y						
	7	21	2	LA	Highway	I-5 North County Corridor Plan: a. SR-14 to SR-126 west truck lanes and b. SR-126 west to Kern County	Capacity			N			From Metro			
	7	22	3	OC	Highway	SR-57 truck climbing lane	Capacity	$68		N			From SCAG policy paper			
	7	23	4	OC	Truck Climbing	I-10 from San Bernardino County Line (R0.0) to Banning City Limits (12.9) - Add eastbound truck climbing lane.		$75.0				2015			2004 RTP Constrained Plan	2004
	17	24	5	LA/SBD	Corridor	East-West Corridor (I-210, SR-210, I-10, SR-60, SR-91) from I-710 Corridor to I-10/SR-60 Interchange - User Fee-Backed Capacity Improvement.										
Construction of Truck Lanes/Facilities	16	25	6	LA	Corridor	I-710 Corridor from Port of Long Beach/Los Angeles to SR-60 - User Fee-Backed Capacity Improvement.						2020			2004 RTP Constrained Plan	2004
	7	26	7	OC		SR-91 truck storage lane	Capacity	$5		N			From SCAG policy paper			2004
	11	27	8	OC		SR-57 NB from Lambert to Tonner Canyon Road - Truck Climbing Lane.		$68.3				2010			2004 RTP Constrained Plan	
	21	28	9	OC	Highway	I-5 Improvements SR-55 to SR-57	Capacity								OCTA Transportation Plan	
	7	29	10	SD/RV/SBD	Highway	I-15 (U.S./Mexico Border to Victorville) dedicated truck lanes (2 lanes in each direction)									WSA Project Team	
	16	30	11	OC	Corridor	SR-91 - Add 5th GP lane in each direction between SR-55 and SR-241	Capacity	$135		N			From OCTA			
Use of LCVs on Dedicated Facilities	24	31	1	All	Highway	Use of LCVs on Dedicated Facilities										
	10	32	1	LA	Highway/Rail	Alameda Corridor East Nogales Street grade separation	Grade Separation	$ 8						L.A. County	2004 RTIP	2004
	21	33	2	OC	Rail	BNSF railway line (Raymond to Placentia) along SS or Orange Thorpe. Grade separation/corridor improvement at 3 arterial streets	Grade Separation	$ 1						FULLERTON	2004 RTIP	2004
	10	34	3	OC	Rail	State College Grade Separation: construct a grade separation on State College Blvd at the BNSF RR tracks (Commonwealth Ave to Kimberley Ave)	Grade Separation	$ 2						FULLERTON	2004 RTIP	2004
	10	35	4	OC	Rail	Sand Cyn Rd @ SCRRA Track (Burt Rd to Laguna Cyn/Oak Cyn) - RR grade separation. Widens from 4 to 6 lanes.	Grade Separation	$ 18						IRVINE	2004 RTIP	2004
	10	36	5	OC	Rail	Jeffery Rd (Irvine center Dr to Walnut) RR grade separation from 4 to 6 lanes	Grade Separation	$ 24						IRVINE	2004 RTIP	2004
	10	37	6	OC	Rail	BNSF RWY line from Placentia to Imperial Hwy. Lower/Grade Seperation/ Tech studies, EIR	Grade Separation	$ 14						PLACENTIA	2004 RTIP	2004
	10	38	7	OC	Rail	BNSF Rwy Line (Kraemer Blvd to Kellogg Dr) supplementary safety measures at 8 at-grade crossings	Grade Separation	$ 6						PLACENTIA	2004 RTIP	2004
	10	39	8	OC	Rail	Red Hill @Edinger Ave RR grade separation	Grade Separation	$ 2						TUSTIN	2004 RTIP	2004
	10	40	9	OC	Rail	AT ORANGETHORPE AVENUE IN YORBA LINDA, IMPERIAL HWY GRADE SEPARATION AT ORANGETHORPE/ESPERANZA RD AND BSNF RR	Grade Separation	$ 60						CALTRANS	2004 RTIP	2004
	10	41	10	LA	Port	Reeves grade separation	Grade Separation	$61							POLB/LA High Priority Transportation Projects	
	10	42	11	OC	Rail	Jeffrey Road (Irvine)	Rail Grade Sep.	$44.80							OC "First Cut" GMP Doc	
	10	43	12	OC	Rail	State College Blvd (Fullerton)	Rail Grade Sep.	$60.00							OC "First Cut" GMP Doc	
	10	44	13	OC	Rail	Sand Canyon Ave (Irvine)	Rail Grade Sep.	$22.00							OC "First Cut" GMP Doc	
	10	45	14	OC	Rail	Raymond Avenue (Fullerton)	Rail Grade Sep.	$46.60							OC "First Cut" GMP Doc	
	10	46	15	OC	Rail	Red Hill Avenue (Tustin)	Rail Grade Sep.	$72.50							OC "First Cut" GMP Doc	
	10	47	16	OC	Rail	State College Blvd (Anaheim)	Rail Grade Sep.	$36.50							OC "First Cut" GMP Doc	
	10	48	17	OC	Rail	17th Street (Santa Ana)	Rail Grade Sep.	$52.90							OC "First Cut" GMP Doc	
	10	49	18	OC	Rail	Grand Avenue (Santa Ana)	Rail Grade Sep.	$34.80							OC "First Cut" GMP Doc	
	10	50	19	OC	Rail	Santa Ana Blvd (Santa Ana)	Rail Grade Sep.	$42.20							OC "First Cut" GMP Doc	
	10	51	20	OC	Rail	Ball Rd. (Anaheim)	Rail Grade Sep.	$42.10							OC "First Cut" GMP Doc	
	10	52	21	OC	Rail	Melrose St Undercrossing (complete)	Grade Separation	20.5				2002		OCIP	ACE Trade Corridor Plan	2006
	10	53	22	OC	Rail	Bradford Ave Closure (complete)	Grade Separation	3.4				2006		OCIP	ACE Trade Corridor Plan	2006
	10	54	23	OC	Rail	Placentia Ave Undercrossing	Grade Separation	33.8				2010		OCIP	ACE Trade Corridor Plan	2006
	10	55	24	OC	Rail	Kraemer Blvd Undercrossing	Grade Separation	37.6				2010		OCIP	ACE Trade Corridor Plan	2006

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	10	56	25	OC	Rail	Orangethorpe Ave Overcrossing	Grade Separation	75.7				2010		OCIP	ACE Trade Corridor Plan	2006
	10	57	26	OC	Rail	Tustin Ave/Rose DR Overcrossing	Grade Separation	57.8				2010		OCIP	ACE Trade Corridor Plan	2006
	10	58	27	OC	Rail	Jefferson St Overcrossing	Grade Separation	44				2013		OCIP	ACE Trade Corridor Plan	2006
	10	59	28	OC	Rail	Van Buren Ave Overcrossing	Grade Separation	35.3				2014		OCIP	ACE Trade Corridor Plan	2006
	10	60	29	OC	Rail	Richfield Road Overcrossing	Grade Separation	69.8				2013		OCIP	ACE Trade Corridor Plan	2006
	10	61	30	OC	Rail	Lakeview Ave Overcrossing	Grade Separation	48.5				2006		OCIP	ACE Trade Corridor Plan	2006
	10	62	31	OC	Rail	Kellogg Drive Undercrossing	Grade Separation	53.3				2015		OCIP	ACE Trade Corridor Plan	2006
	10	63	32	OC	Rail	BNSF RAILWAY LINE (RAYMOND TO PLACENTIA) ALONG SS OF ORANGETHORPE. GRADE SEPARATION/ CORRIDOR IMPROVEMENTS AT 3 ARTERIAL STREETS.						20090630		FULLERTON	04' RTP Tier 2	2009
	10	64	33	OC	Rail	State College Grade Separation: construct a grade separation on State College Blvd at the BNSF RR tracks (Commonwealth Ave to Kimberley Ave).						20050701		FULLERTON	04' RTP Tier 2	2005
	10	65	34	OC	Rail	BNSF RWY LINE (PLACENTIA TO IMPERIAL HWY) ALONG SS OF ORANGETHROPE. LOWERING/GRADE SEPARATION - PRELIM ENG. WORK INCLUD. TECH STUDIES, PROJ. REPRT & EIR ACROSS NUMEROUS STS.						20090630		PLACENTIA	04' RTP Tier 2	2009
	10	66	35	OC	Rail	RED HILL@ EDINGER AVE/RR TRACKS. GRADE SEPARATION.						20070630		TUSTIN	04' RTP Tier 2	2007
	10	67	36	OR	Rail	Orangethorpe Corridor at Lakeview Avenue - Grade Crossing.	Grade Crossing	$38.0				2020			2004 RTP Grade Crossing Projects	2004
	10	68	37	OR	Highway/Rail	Orangethorpe Corridor at State College Avenue - Grade Crossing.	Grade Crossing	$30.0				2015			2004 RTP Grade Crossing Projects	2004
	10	69	38	OR	Highway/Rail	Orangethorpe Corridor at Raymond Avenue - Grade Crossing.	Grade Crossing	$28.0				2020			2004 RTP Grade Crossing Projects	2004
	10	70	39	OR	Highway/Rail	Orangethorpe Corridor at Acacia Avenue - Grade Crossing.	Grade Crossing	$22.0				2020			2004 RTP Grade Crossing Projects	2004
	10	71	40	OR	Highway/Rail	Orange/Olive Corridor at Ball Road - Grade Crossing.	Grade Crossing	$35.0				2020			2004 RTP Grade Crossing Projects	2004
	10	72	41	OR	Highway/Rail	Orange/Olive Corridor at Grand Avenue - Overcrossing/Viaduct.	Grade Separation	$17.3				2020			2004 RTP Grade Crossing Projects	2004
	10	73	42	OR	Highway/Rail	Orange/Olive Corridor at La Veta - Undercrossing.	Grade Separation	$14.0				2020			2004 RTP Grade Crossing Projects	2004
	10	74	43	OR	Highway/Rail	Orange/Olive Corridor at 17th Street - Undercrossing.	Grade Separation	$18.0				2020			2004 RTP Grade Crossing Projects	2004
	10	75	44	OR	Highway/Rail	Orange/Olive Corridor at Redhill Avenue - Grade Crossing.	Grade Crossing	$30.5				2020			2004 RTP Grade Crossing Projects	2004
	10	76	45	OR	Highway/Rail	Orange/Olive Corridor at State College - Undercrossing.	Grade Separation	$19.1				2020			2004 RTP Grade Crossing Projects	2004
	10	77	46	OR	Highway/Rail	Orange/Olive Corridor at Santa Ana Blvd - Undercrossing.		$15.4				2020			2004 RTP Grade Crossing Projects	2004
	10	78	47	OR	Highway/Rail	Orange/Olive Corridor at 4th Street - Lane Widening.	Capacity	$3.0				2020			2004 RTP Grade Crossing Projects	2004
	10	79	48	RC	Highway/Rail	Avenue 50 - Coachella	Grade Separation	11				complete		RCIP	ACE Trade Corridor Plan	2006
	10	80	49	RC	Highway/Rail	Jurupa Rd/UP - Riverside County	Grade Separation	26.5				2011		RCIP	ACE Trade Corridor Plan	2006
	10	81	50	OR	Highway/Rail	Orange/Olive Corridor at Collins Avenue - Lane Widening.	Capacity	$4.0				2020			2004 RTP Grade Crossing Projects	2004
	10	82	51	OR	Highway/Rail	Orange/Olive Corridor at Tustin Avenue - Undercrossing.	Grade Separation	$23.2				2020			2004 RTP Grade Crossing Projects	2004
	10	83	52	OR	Highway/Rail	Orange/Olive Corridor at Walnut Avenue - Lane Widening.	Capacity	$3.7				2020			2004 RTP Grade Crossing Projects	2004
	10	84	53	OR	Highway/Rail	Orange/Olive Corridor at Sand Canyon - Undercrossing.	Grade Separation	$17.2				2020			2004 RTP Grade Crossing Projects	2004
	10	85	54	RC	Highway/Rail	IN CORONA ON AUTO CENTER DRIVE - CONSTRUCT 4 LANE OVERCROSSING (GRADE SEPARATION) OVER SANTA FE RAILROAD (DESIGN & ENGINEERING ONLY)	Grade Separation	$ 1						CORONA	2004 RTIP	2004
	10	86	55	RC	Highway/Rail	Iowa Ave/BNSF - Riverside	Grade Separation	19				2010		RCIP	ACE Trade Corridor Plan	2006
	10	87	56	RC	Highway/Rail	Sunset Ave/UP - Banning	Grade Separation	21.5				2009		RCIP	ACE Trade Corridor Plan	2006
	10	88	57	RC	Highway/Rail	Clay St/UP - Riverside County	Grade Separation	25				2012		RCIP	ACE Trade Corridor Plan	2006
	10	89	58	RC	Highway/Rail	Jurupa Ave/UP - Riverside	Grade Separation	21				2008		RCIP	ACE Trade Corridor Plan	2006
	10	90	59	RC	Highway/Rail	Streeter Ave/UP - Riverside	Grade Separation	33.7				2014		RCIP	ACE Trade Corridor Plan	2006
	10	91	60	RC	Highway/Rail	Brockton Ave/UP - Riverside	Grade Separation	24.9				2011		RCIP	ACE Trade Corridor Plan	2006
	10	92	61	RC	Highway/Rail	Auto Center Dr/BNSF - Corona	Grade Separation	27				2009		RCIP	ACE Trade Corridor Plan	2006
	10	93	62	RC	Highway/Rail	Smith Ave/BNSF - Corona	Grade Separation	31.4				2012		RCIP	ACE Trade Corridor Plan	2006
	10	94	63	RC	Highway/Rail	Tyler St/BNSF - Riverside	Grade Separation	27				2011		RCIP	ACE Trade Corridor Plan	2006
	10	95	64	RC	Highway/Rail	Adams St/BNSF - Riverside	Grade Separation	24				2012		RCIP	ACE Trade Corridor Plan	2006
	10	96	65	RC	Highway/Rail	Madison St/BNSF - Riverside	Grade Separation	19				2011		RCIP	ACE Trade Corridor Plan	2006
	10	97	66	RC	Highway/Rail	Mary St/BNSF - Riverside	Grade Separation	27.2				2010		RCIP	ACE Trade Corridor Plan	2006
	10	98	67	RC	Highway/Rail	7th St/BNSF - Riverside	Grade Separation	23				2011		RCIP	ACE Trade Corridor Plan	2006
	10	99	68	RC	Highway/Rail	Spruce St/BNSF - Riverside	Grade Separation	27				2014		RCIP	ACE Trade Corridor Plan	2006
	10	100	69	RC	Highway/Rail	Palmyrita Ave/UP - Riverside	Grade Separation	23				2012		RCIP	ACE Trade Corridor Plan	2006
	10	101	70	RC	Highway/Rail	Center St/BNSF - Riverside County	Grade Separation	36.3				2012		RCIP	ACE Trade Corridor Plan	2006

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	10	102	71	RC	Highway/Rail	22nd st/UP - Banning	Grade Separation	23				2011		RCIP	ACE Trade Corridor Plan	2006
	10	103	72	RC	Highway/Rail	San Gorgonio/UP - Banning	Grade Separation	23.5				2011		RCIP	ACE Trade Corridor Plan	2006
	10	104	73	RC	Highway/Rail	Hargrave St/UP - Banning	Grade Separation	25.2				2012		RCIP	ACE Trade Corridor Plan	2006
	10	105	74	RC	Highway/Rail	Avenue 48/Dillon Road/UP - Coachella/Indio	Grade Separation	16.1				2006		RCIP	ACE Trade Corridor Plan	2006
	10	106	75	RC	Highway/Rail	Bellgrave Av/UP - Riverside County	Grade Separation	23.5				2023		RCIP	ACE Trade Corridor Plan	2006
	10	107	76	RC	Highway/Rail	Palm Ave/UP - Riverside	Grade Separation	25				2022		RCIP	ACE Trade Corridor Plan	2006
	10	108	77	RC	Highway/Rail	Panorama Rd/UP - Riverside	Grade Separation	24				2023		RCIP	ACE Trade Corridor Plan	2006
	10	109	78	RC	Highway/Rail	Railroad St/BNSF - Corona	Grade Separation	25				2020		RCIP	ACE Trade Corridor Plan	2006
	10	110	79	RC	Highway/Rail	Buchanan St/BNSF - Riverside	Grade Separation	25				2022		RCIP	ACE Trade Corridor Plan	2006
	10	111	80	RC	Highway/Rail	Pierce St/BNSF - Riverside	Grade Separation	25				2020		RCIP	ACE Trade Corridor Plan	2006
	10	112	81	RC	Highway/Rail	San Timoteo Canyon Rd/UP - Calimesa	Grade Separation	23.5				2019		RCIP	ACE Trade Corridor Plan	2006
	10	113	82	RC	Highway/Rail	California Ave/UP - Beaumont	Grade Separation	23.5				2020		RCIP	ACE Trade Corridor Plan	2006
	10	114	83	RC	Highway/Rail	Avenue 52/UP - Coachella	Grade Separation	26.7				2019		RCIP	ACE Trade Corridor Plan	2006
	10	115	84	RC	Highway/Rail	Avenue 62/UP - Coachella	Grade Separation							RCIP	ACE Trade Corridor Plan	2006
	10	116	85	RC	Highway/Rail	Avenue 66/UP - Coachella	Grade Separation							RCIP	ACE Trade Corridor Plan	2006
	10	117	86	RC	Highway/Rail	IN COACHELLA ON DILLON RD - CONSTRUCT 4 LANE GRADE SEPARATION OVER UPRR TRACKS AND INDIO/GRAPEFRUIT BLVD (HWY 111) (PUC#: B613.0)	Grade Separation	$ 11						COACHELLA	2004 RTIP	2004
	10	118	87	RC	Highway/Rail	IN CORONA ON MCKINLEY ST - CONSTRUCT 6 LANE OVERCROSSING (GRADE SEPARATION) OVER SANTA FE RAILROAD (DESIGN & ENGINEERING ONLY)	Grade Separation	$ 1						CORONA	2004 RTIP	2004
	10	119	88	Regional	Railroad Capacity	Regional rail capacity improvement program Regionwide - Main line tracks and grade separation improvements.		$3,400.0				2030			2004 RTP Constrained Plan	2004
	10	120	89	RV	Highway/Rail	Grade Crossing from Countywide to - Grade Crossing Improvements - refer to separate Grade Crossing projects list.		$673.0				2030			2004 RTP Constrained Plan	2004
	10	121	90	RV	Highway/Rail	Viele Ave from 6th St to 4th St - Widen from 2 to 4 lanes incl. 4-lane grade separation over UPRR tracks.		$27.0				2020	Beaumont		2004 RTP Arterial Projects	2004
	10	122	91	RV	Highway/Rail	Ellis Ave from SR-74 to I-215 - Construct 2 lane arterial incl. IC at I-215 and 2 lane grade separation over BNSF RR.		$49.2				2010	Perris		2004 RTP Arterial Projects	2004
	10	123	92	RV	Highway/Rail	3rd Street from SR-91 to Kansas Ave - Grade Separation - 4 lanes over BNSF and UPRR Tracks.	Grade Separation	$15.9				2010			2004 RTP Grade Crossing Projects	2004
	10	124	93	RV	Highway/Rail	Iowa Ave from Spring St to Palmyrita Ave - Grade Separation - 4 lanes over BNSF RR Tracks.	Grade Separation	$18.7				2010			2004 RTP Grade Crossing Projects	2004
	10	125	94	RV	Highway/Rail	Magnolia Ave from Lincoln St to Buchanan St - Grade Separation - 4 lanes over BNSF RR Tracks.	Grade Separation	$16.0				2010			2004 RTP Grade Crossing Projects	2004
	10	126	95	RV	Highway/Rail	Chicago Ave from Thorton St to Columbia Ave - Grade Separation - 4 lanes over BNSF RR Tracks.	Grade Separation	$26.1				2010			2004 RTP Grade Crossing Projects	2004
	10	127	96	RV	Highway/Rail	Streeter Ave from Grand Ave to Central Ave - Grade Separation - 4 lanes over UPRR Tracks.	Grade Separation	$15.7				2010			2004 RTP Grade Crossing Projects	2004
	10	128	97	RV	Highway/Rail	Spruce St from SR-91 to I-215 - Grade Separation - 4 lanes over BNSF RR Tracks.	Grade Separation	$15.9				2010			2004 RTP Grade Crossing Projects	2004
	10	129	98	RV	Highway/Rail	Magnolia Ave from Central Ave to Jurupa Ave - Grade Separation - 4 lanes over UPRR Tracks.	Grade Separation	$16.0				2010			2004 RTP Grade Crossing Projects	2004
	10	130	99	RV	Highway/Rail	Riverside Ave from Central Ave to Jurupa Ave - Grade Separation - 3 lanes over UPRR Tracks.	Grade Separation	$15.0				2010			2004 RTP Grade Crossing Projects	2004
	10	131	100	RV	Highway/Rail	Mary St from SR-91 to Marguerita Ave - Grade Separation - 4 lanes over BNSF RR Tracks.	Grade Separation	$15.7				2010			2004 RTP Grade Crossing Projects	2004
	10	132	101	RV	Highway/Rail	Columbia Ave from Chicago Ave to Palmyrita Ave - Grade Separation - 4 lanes over BNSF RR Tracks.	Grade Separation	$18.3				2010			2004 RTP Grade Crossing Projects	2004
	10	133	102	RV	Highway/Rail	Cridge St from SR-91 to Park Ave - Grade Separation - 2 lanes over BNSF RR Tracks.	Grade Separation	$15.3				2015			2004 RTP Grade Crossing Projects	2004
	10	134	103	RV	Highway/Rail	Avenue 52 from Shady Ln to Industrial Way - Grade Separation - 4 lanes over UPRR Tracks and SR111.	Grade Separation	$15.7				2015			2004 RTP Grade Crossing Projects	2004
	10	135	104	RV	Highway/Rail	Auto Center Dr from Railroad St to Pomona Rd - Grade Separation - 4 lanes over BNSF RR Tracks.	Grade Separation	$15.7				2015			2004 RTP Grade Crossing Projects	2004
	10	136	105	RV	Highway/Rail	Sunset Ave from I-10 to Lincoln St - Grade Separation - 4 lanes over UPRR Tracks.	Grade Separation	$18.0				2015			2004 RTP Grade Crossing Projects	2004
	10	137	106	RV	Highway/Rail	Jurupa Rd from Van Buren Blvd to Pedley Rd - Grade Separation - 3 lanes over UPRR Tracks.	Grade Separation	$15.6				2015			2004 RTP Grade Crossing Projects	2004
	10	138	107	RV	Highway/Rail	Washington St from Indiana Ave to Marguerita Ave - Grade Separation - 2 lanes over BNSF RR Tracks.	Grade Separation	$14.8				2015			2004 RTP Grade Crossing Projects	2004
	10	139	108	RV	Highway/Rail	Center St from Iowa Ave to Garfield Ave - Grade Separation - 4 lanes over BNSF RR Tracks.	Grade Separation	$15.3				2021			2004 RTP Grade Crossing Projects	2004
	10	140	109	RV	Highway/Rail	Hargrave St from I-10 to Lincoln St - Grade Separation - 4 lanes over UPRR.	Grade Separation	$13.8				2021			2004 RTP Grade Crossing Projects	2004
	10	141	110	RV	Highway/Rail	Brockton Ave from Central Ave to Jurupa Ave - Grade Separation - 4 lanes over UPRR Tracks.	Grade Separation	$14.7				2012			2004 RTP Grade Crossing Projects	2004

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	10	142	111	RV	Highway/Rail	Kansas Ave from Spruce St to Massachusetts Ave - Grade Separation - 2 lanes over BNSF RR Tracks.	Grade Separation	$14.0				2021			2004 RTP Grade Crossing Projects	2004
	10	143	112	RV	Highway/Rail	Tyler St from SR-91 to Comanche Ave - Grade Separation - 4 lanes over BNSF RR Tracks.	Grade Separation	$14.7				2021			2004 RTP Grade Crossing Projects	2004
	10	144	113	RV	Highway/Rail	Adams St from Indiana Ave to Lincoln St - Grade Separation - 4 lanes over BNSF RR.	Grade Separation	$14.7				2021			2004 RTP Grade Crossing Projects	2004
	10	145	114	RV	Highway/Rail	Madison St from Indiana Ave to Lincoln St - Grade Separation - 4 lanes over BNSF RR Tracks.	Grade Separation	$14.7				2021			2004 RTP Grade Crossing Projects	2004
	10	146	115	RV	Highway/Rail	San Timoteo Canyon Rd from Entranz Blvd to Hagen Rd - Grade Separation - 2 lanes over UPRR Tracks.	Grade Separation	$13.8				2012			2004 RTP Grade Crossing Projects	2004
	10	147	116	RV	Highway/Rail	California Ave from 3rd St to I-10 - Grade Separation - 2 lanes over UPRR Tracks.	Grade Separation	$13.8				2021			2004 RTP Grade Crossing Projects	2004
	10	148	117	RV	Highway/Rail	Smith Ave from Wall Circle to Railroad St - Grade Separation - 4 lanes over BNSF RR Tracks.	Grade Separation	$14.7				2021			2004 RTP Grade Crossing Projects	2004
	10	149	118	RV	Highway/Rail	7th St/ Mission Inn Ave from SR-91 to Park Ave - Grade Separation - 4 lanes over BNSF RR Tracks.	Grade Separation	$15.3				2021			2004 RTP Grade Crossing Projects	2004
	10	150	119	RV	Highway/Rail	Railroad St from Smith Ave to Sherman Ave - Grade Separation - 4 lanes over BNSF RR.	Grade Separation	$14.9				2021			2004 RTP Grade Crossing Projects	2004
	10	151	120	RV	Highway/Rail	Broadway from Main St to Bonita Ave - Grade Separation - 2 lanes over UPRR Tracks.	Grade Separation	$14.0				2021			2004 RTP Grade Crossing Projects	2004
	10	152	121	RV	Highway/Rail	Pierce St from Magnolia Ave to Indiana Ave - Grade Separation - 3 lanes over BNSF RR Tracks.	Grade Separation	$14.7				2021			2004 RTP Grade Crossing Projects	2004
	10	153	122	RV	Highway/Rail	Buchanan St from Magnolia Ave to Elmview Dr - Grade Separation - 2 lanes over BNSF RR Tracks.	Grade Separation	$14.7				2021			2004 RTP Grade Crossing Projects	2004
	10	154	123	RV	Highway/Rail	Joy St from SR-91 to Harrison St - Grade Separation - 2 lanes over BNSF RR Tracks.	Grade Separation	$14.9				2021			2004 RTP Grade Crossing Projects	2004
	10	155	124	RV	Highway/Rail	Palm Ave from Central Ave to Jurupa Ave - Grade Separation - 4 lanes over UPRR Tracks.	Grade Separation	$14.7				2021			2004 RTP Grade Crossing Projects	2004
	10	156	125	RV	Highway/Rail	Jackson St from Indiana Ave to Lincoln Ave - Grade Separation - 4 lanes over BNSF RR Tracks.	Grade Separation	$14.7				2027			2004 RTP Grade Crossing Projects	2004
	10	157	126	RV	Highway/Rail	22nd St from I-10 to Lincoln St - Grade Separation - 2 lanes over UPRR Tracks.	Grade Separation	$13.3				2027			2004 RTP Grade Crossing Projects	2004
	10	158	127	RV	Highway/Rail	Harrison St from Indiana Ave to Walnut Grove Ave - Grade Separation - 2 lanes over BNSF RR Tracks.	Grade Separation	$13.8				2027			2004 RTP Grade Crossing Projects	2004
	10	159	128	RV	Highway/Rail	Jefferson St from Indiana Ave to Lincoln Ave - Grade Separation - 2 lanes over BNSF RR Tracks.	Grade Separation	$13.8				2027			2004 RTP Grade Crossing Projects	2004
	10	160	129	RV	Highway/Rail	Cota St from Railroad St to McGrath Dr - Grade Separation - 2 lanes over BNSF RR Tracks.	Grade Separation	$14.7				2027			2004 RTP Grade Crossing Projects	2004
	10	161	130	RV	Highway/Rail	Bellgrave Ave from Bain St to Rutile St - Grade Separation - 2 lanes over UPRR Tracks.	Grade Separation	$13.8				2027			2004 RTP Grade Crossing Projects	2004
	10	162	131	RV	Highway/Rail	Clay St from Van Buren Blvd to Haven View Dr - Grade Separation - 4 lanes over UPRR Tracks.	Grade Separation	$14.7				2027			2004 RTP Grade Crossing Projects	2004
	10	163	132	RV	Highway/Rail	Pennsylvania Ave from I-10 to 3rd St - Grade Separation - 2 lanes over UPRR Tracks.	Grade Separation	$13.8				2027			2004 RTP Grade Crossing Projects	2004
	10	164	133	RV	Highway/Rail	San Gorgonio Ave from I-10 to Lincoln St - Grade Separation - 2 lanes over UPRR Tracks.	Grade Separation	$13.8				2027			2004 RTP Grade Crossing Projects	2004
Rail Grade Separation	10	165	134	RV	Highway/Rail	Airport Rd from Polk St to Orange St - Grade Separation - 2 lanes over UPRR Tracks and SR111.	Grade Separation	$13.8				2027			2004 RTP Grade Crossing Projects	2004
	10	166	135	RV	Highway/Rail	Main St from I-215 to Michigan Ave - Grade Separation - 2 lanes over BNSF and UP RR Tracks.	Grade Separation	$13.8				2027			2004 RTP Grade Crossing Projects	2004
	10	167	136	RV	Highway/Rail	Avenue 54 Grade Separation at SR-111/SPRR ".	Grade Separation	$3.2				2030			2004 RTP Grade Crossing Projects	2004
	10	168	137	SB	Highway/Rail	Grade Crossing from Countywide to - Grade Crossings - refer to separate Grade Crossings project list.		$500.0				2020			2004 RTP Constrained Plan	2004
	10	169	138	SB	Highway/Rail	Ramona Av in Montclair to (Alhambra) - Roadway Widening (Low Option), Grade Separation (High Option).	Grade Separation	$15.3							2004 RTP Grade Crossing Projects	2004
	10	170	139	SB	Highway/Rail	Monte Vista Av in Montclair to (Alhambra) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$17.0							2004 RTP Grade Crossing Projects	2004
	10	171	140	SB	Highway/Rail	San Antonio Av in Ontario to (Alhambra) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$19.5							2004 RTP Grade Crossing Projects	2004
	10	172	141	SB	Highway/Rail	Campus Av in Ontario to (Alhambra) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$19.5							2004 RTP Grade Crossing Projects	2004
	10	173	142	SB	Highway/Rail	Vineyard Av in Ontario to (Alhambra) - Safety Upgrade (Low Option), Grade Separation (High Option).	Grade Separation	$17.4							2004 RTP Grade Crossing Projects	2004
	10	174	143	SB	Highway/Rail	Milliken Av in Ontario to (Alhambra) - Safety Upgrade (Low Option), Grade Separation (High Option).	Grade Separation	$31.9							2004 RTP Grade Crossing Projects	2004
	10	175	144	SB	Highway/Rail	Ramona Av in Montclair to (Los Angeles) - Roadway Widening (Low Option), Grade Separation (High Option).	Grade Separation	$15.3							2004 RTP Grade Crossing Projects	2004
	10	176	145	SB	Highway/Rail	Monte Vista Av in Montclair to (Los Angeles) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$17.0							2004 RTP Grade Crossing Projects	2004
	10	177	146	SB	Highway/Rail	San Antonio Av in Ontario to (Los Angeles) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$19.5							2004 RTP Grade Crossing Projects	2004
	10	178	147	SB	Highway/Rail	Vine Av in Ontario to (Los Angeles) - Safety Upgrade (Low Option), Grade Separation (High Option).	Grade Separation	$14.8							2004 RTP Grade Crossing Projects	2004
	10	179	148	SB	Highway/Rail	Sultana Av in Ontario to (Los Angeles) - Safety Upgrade (Low Option), Grade Separation (High Option).	Grade Separation	$14.8							2004 RTP Grade Crossing Projects	2004
	10	180	149	SB	Highway/Rail	Campus Av in Ontario to (Los Angeles) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$19.5							2004 RTP Grade Crossing Projects	2004
	10	181	150	SB	Highway/Rail	Bon View Av in Ontario to (Los Angeles) - Safety Upgrade (Low Option), Grade Separation (High Option).	Grade Separation	$14.8							2004 RTP Grade Crossing Projects	2004
	10	182	151	SB	Highway/Rail	Grove Av in Ontario to (Los Angeles) - Roadway Widening (Low Option), Grade Separation (High Option).	Grade Separation	$20.0							2004 RTP Grade Crossing Projects	2004

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Category	Group	Total Number	Category Number	County	Mode	Description	Action Type	Cost ($Mill's)	Year of Cost	In State GMAP?	In RTP?	Time Frame	Comment	Notes	Source	Year
	10	183	152	SB	Highway/Rail	Vineyard Av in Ontario to (Los Angeles) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$16.6							2004 RTP Grade Crossing Projects	2004
	10	184	153	SB	Highway/Rail	Archibald Av in Ontario to (Los Angeles) - Roadway Widening (Low Option), Grade Separation (High Option).	Grade Separation	$21.1							2004 RTP Grade Crossing Projects	2004
	10	185	154	SB	Highway/Rail	Milliken Av in Ontario to (Los Angeles) - Safety Upgrade (Low Option), Grade Separation (High Option).	Grade Separation	$15.1							2004 RTP Grade Crossing Projects	2004
	10	186	155	SB	Highway/Rail	Central Av in Montclair to (San Gabriel) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$18.2							2004 RTP Grade Crossing Projects	2004
	10	187	156	SB	Highway/Rail	Benson Ave in Upland to (San Gabriel) - Safety Upgrade (Low Option), Spot Widening (High Option).	Safety Upgrade	$1.3							2004 RTP Grade Crossing Projects	2004
	10	188	157	SB	Highway/Rail	Mountain Av in Upland to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$1.2							2004 RTP Grade Crossing Projects	2004
	10	189	158	SB	Highway/Rail	San Antonio Av in Upland to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.4							2004 RTP Grade Crossing Projects	2004
	10	190	159	SB	Highway/Rail	Euclid Av in Upland to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$1.2							2004 RTP Grade Crossing Projects	2004
	10	191	160	SB	Highway/Rail	Second Av in Upland to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.8							2004 RTP Grade Crossing Projects	2004
	10	192	161	SB	Highway/Rail	Campus Av in Upland to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.2							2004 RTP Grade Crossing Projects	2004
	10	193	162	SB	Highway/Rail	Grove Av in Rancho Cucamonga to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.6							2004 RTP Grade Crossing Projects	2004
	10	194	163	SB	Highway/Rail	Baker Av in Rancho Cucamonga to (San Gabriel) - Safety Upgrade (Low Option), Spot Widening (High Option).	Safety Upgrade	$1.0							2004 RTP Grade Crossing Projects	2004
	10	195	164	SB	Highway/Rail	Vineyard Av in Rancho Cucamonga to (San Gabriel) - Safety Upgrade (Low Option), Grade Separation (High Option).	Safety Upgrade	$15.5							2004 RTP Grade Crossing Projects	2004
	10	196	165	SB	Highway/Rail	Hellman Av in Rancho Cucamonga to (San Gabriel) - Safety Upgrade (Low Option), Spot Widening (High Option).	Safety Upgrade	$1.8							2004 RTP Grade Crossing Projects	2004
	10	197	166	SB	Highway/Rail	Archibald Av in Rancho Cucamonga to (San Gabriel) - Safety Upgrade (Low Option), Grade Separation (High Option).	Safety Upgrade	$16.0							2004 RTP Grade Crossing Projects	2004
	10	198	167	SB	Highway/Rail	Hermosa Av in Rancho Cucamonga to (San Gabriel) - Safety Upgrade (Low Option), Spot Widening (High Option).	Safety Upgrade	$1.5							2004 RTP Grade Crossing Projects	2004
	10	199	168	SB	Highway/Rail	Haven Av in Rancho Cucamonga to (San Gabriel) - Safety Upgrade (Low Option), Grade Separation (High Option).	Safety Upgrade	$18.6							2004 RTP Grade Crossing Projects	2004
	10	200	169	SB	Highway/Rail	Rochester Av in Rancho Cucamonga to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.7							2004 RTP Grade Crossing Projects	2004
	10	201	170	SB	Highway/Rail	Etiwanda Av in Rancho Cucamonga to (San Gabriel) - Roadway Widening (Low Option), Grade Separation (High Option).	Capacity/Safety	$18.5							2004 RTP Grade Crossing Projects	2004
	10	202	171	SB	Highway/Rail	Beech Av in San Bernardino County to (San Gabriel) - Safety Upgrade (Low Option), Roadway Widening (High Option).	Safety Upgrade	$2.0							2004 RTP Grade Crossing Projects	2004
	10	203	172	SB	Highway/Rail	Citrus Av in Fontana to (San Gabriel) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$16.4							2004 RTP Grade Crossing Projects	2004
	10	204	173	SB	Highway/Rail	Juniper Av in Fontana to (San Gabriel) - Safety Upgrade (Low Option), Spot Widening (High Option).	Safety Upgrade	$1.1							2004 RTP Grade Crossing Projects	2004
	10	205	174	SB	Highway/Rail	Sierra Av in Fontana to (San Gabriel) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$16.1							2004 RTP Grade Crossing Projects	2004
	10	206	175	SB	Highway/Rail	Mango Av in Fontana to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.8							2004 RTP Grade Crossing Projects	2004
	10	207	176	SB	Highway/Rail	Palmetto Av in Fontana to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.2							2004 RTP Grade Crossing Projects	2004
	10	208	177	SB	Highway/Rail	Alder Av in Fontana to (San Gabriel) - Safety Upgrade (Low Option), Spot Widening (High Option).	Safety Upgrade	$1.3							2004 RTP Grade Crossing Projects	2004
	10	209	178	SB	Highway/Rail	Locust Av in San Bernardino County to (San Gabriel) - Safety Upgrade (Low Option), Spot Widening (High Option).	Safety Upgrade	$1.0							2004 RTP Grade Crossing Projects	2004
	10	210	179	SB	Highway/Rail	Cedar Av in Rialto to (San Gabriel) - Safety Upgrade (Low Option), Grade Separation (High Option).	Grade Separation	$16.2							2004 RTP Grade Crossing Projects	2004
	10	211	180	SB	Highway/Rail	Cactus Av in Rialto to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$1.0							2004 RTP Grade Crossing Projects	2004
	10	212	181	SB	Highway/Rail	Lilac Av in Rialto to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.1							2004 RTP Grade Crossing Projects	2004
	10	213	182	SB	Highway/Rail	Willow Av in Rialto to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.1							2004 RTP Grade Crossing Projects	2004
	10	214	183	SB	Highway/Rail	Riverside Av in Rialto to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.7							2004 RTP Grade Crossing Projects	2004
	10	215	184	SB	Highway/Rail	Sycamore Av in Rialto to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.1							2004 RTP Grade Crossing Projects	2004
	10	216	185	SB	Highway/Rail	Acacia Av in Rialto to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.1							2004 RTP Grade Crossing Projects	2004
	10	217	186	SB	Highway/Rail	Eucalyptus Av in Rialto/San Bernardino City to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.1							2004 RTP Grade Crossing Projects	2004
	10	218	187	SB	Highway/Rail	Pepper Av in San Bernardino City to (San Gabriel) - Safety Upgrade (Low Option), Spot Widening (High Option).	Safety Upgrade	$1.2							2004 RTP Grade Crossing Projects	2004
	10	219	188	SB	Highway/Rail	Rialto Av in San Bernardino City to (San Gabriel) - Safety Upgrade (Low Option), Roadway Widening (High Option).	Safety Upgrade	$2.1							2004 RTP Grade Crossing Projects	2004
	10	220	189	SB	Highway/Rail	Rancho Av in San Bernardino City to (San Gabriel) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.2							2004 RTP Grade Crossing Projects	2004
	10	221	190	SB	Highway/Rail	Rialto Av in San Bernardino City to (San Bernadino) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$15.9							2004 RTP Grade Crossing Projects	2004
	10	222	191	SB	Highway/Rail	Laurel St in Colton to (San Bernadino) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$16.6							2004 RTP Grade Crossing Projects	2004
	10	223	192	SB	Highway/Rail	Olive St in Colton to (San Bernadino) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$15.7							2004 RTP Grade Crossing Projects	2004

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	10	224	193	SB	Highway/Rail	E St in Colton to (San Bernadino) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.2							2004 RTP Grade Crossing Projects	2004
	10	225	194	SB	Highway/Rail	H St in Colton to (San Bernadino) - Safety Upgrade (Low Option), Safety Upgrade (High Option).	Safety Upgrade	$0.2							2004 RTP Grade Crossing Projects	2004
	10	226	195	SB	Highway/Rail	Valley Bl in Colton to (San Bernadino) - Roadway Widening (Low Option), Grade Separation (High Option).	Grade Separation	$20.3							2004 RTP Grade Crossing Projects	2004
	10	227	196	SB	Highway/Rail	State/University Pkwy in San Bernardino City to (Cajon) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$16.3							2004 RTP Grade Crossing Projects	2004
	10	228	197	SB	Highway/Rail	Palm Av in San Bernardino City to (Cajon) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$15.5							2004 RTP Grade Crossing Projects	2004
	10	229	198	SB	Highway/Rail	Glen Helen Pkwy in San Bernardino County to (Cajon) - Roadway Widening (Low Option), Grade Separation (High Option).	Grade Separation	$18.2							2004 RTP Grade Crossing Projects	2004
	10	230	199	SB	Highway/Rail	Hunts Ln in San Bernardino City/Colton to (Yuma) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$16.9							2004 RTP Grade Crossing Projects	2004
	10	231	200	SB	Highway/Rail	Whittier Av in Loma Linda to (Yuma) - Safety Upgrade (Low Option), Grade Separation (High Option).	Grade Separation	$14.8							2004 RTP Grade Crossing Projects	2004
	10	232	201	SB	Highway/Rail	Beaumont Av in Loma Linda to (Yuma) - Safety Upgrade (Low Option), Grade Separation (High Option).	Grade Separation	$14.8							2004 RTP Grade Crossing Projects	2004
	10	233	202	SB	Highway/Rail	San Timoteo Rd in Redlands to (Yuma) - Spot Widening (Low Option), Spot Widening (High Option).	Safety Upgrade	$2.1							2004 RTP Grade Crossing Projects	2004
	10	234	203	SB	Highway/Rail	Alessandro Rd in Redlands to (Yuma) - Spot Widening (Low Option), Grade Separation (High Option).	Grade Separation	$15.7							2004 RTP Grade Crossing Projects	2004
	10	235	204	SB	Highway/Rail	Vista in San Bernardino County to (Cajon) - Spot Widening (low option), Grade Separation (high option).	Grade Separation	$14.9							2004 RTP Grade Crossing Projects	2004
	10	236	205	SB	Highway/Rail	Indian Trail in San Bernardino County to (Cajon) - Safety Upgrade (low option), Safety Upgrade (high option).	Safety Upgrade	$0.1							2004 RTP Grade Crossing Projects	2004
	10	237	206	SB	Highway/Rail	Hinkley in San Bernardino County to (Cajon) - Spot Widening (low option), Grade Separation (high option).	Grade Separation	$14.9							2004 RTP Grade Crossing Projects	2004
	10	238	207	SB	Highway/Rail	Lenwood in San Bernardino County to (Cajon) - Spot Widening (low option), Grade Separation (high option).	Grade Separation	$14.9							2004 RTP Grade Crossing Projects	2004
	10	239	208	SB	Highway/Rail	Ranchero Rd in San Bernardino County to (Cut-Off) - Spot Widening (low option), Grade Separation (high option).	Grade Separation	$14.9							2004 RTP Grade Crossing Projects	2004
	10	240	209	SB	Highway/Rail	Phelan in San Bernardino County to (Cut-Off) - Spot Widening (low option), Grade Separation (high option).	Grade Separation	$14.9							2004 RTP Grade Crossing Projects	2004
	10	241	210	SB	Highway/Rail	Johnson Rd in San Bernardino County to (Cut-Off) - Safety Upgrade (low option), Safety Upgrade (high option).	Safety Upgrade	$0.1							2004 RTP Grade Crossing Projects	
	10	242	211	SB	Highway/Rail	Construct Colton Crossing BNSF/UP rail grade separation	Capacity	$150		Y			Cost from IE list			
	10	243	212	SB	Highway/Rail	Colton Grade Separation	Grade Separation	75							BNSF - Southern California Infrastructure Proposal	2006
	10	244	213	SBD	Highway/Rail	Grove Ave - Alhambra Line	Grade Separation	2.5				Complete		SBCIP	ACE Trade Corridor Plan	2006
	10	245	214	SBD	Highway/Rail	Grove Ave - LA Line	Grade Separation	12				Complete		SBCIP	ACE Trade Corridor Plan	2006
	10	246	215	SBD	Highway/Rail	Romona Ave - Alhambra/LA Line	Grade Separation	15.9				2007		SBCIP	ACE Trade Corridor Plan	2006
	10	247	216	SBD	Highway/Rail	Monte Vista Ave - Alhambra/LA Line	Grade Separation	28.9				2009		SBCIP	ACE Trade Corridor Plan	2006
	10	248	217	SBD	Highway/Rail	State/University - Cajon Line	Grade Separation	27.5				2008		SBCIP	ACE Trade Corridor Plan	2006
	10	249	218	SBD	Highway/Rail	Hunts Lane - Yuma Line	Grade Separation	26.4				2009		SBCIP	ACE Trade Corridor Plan	2006
	10	250	219	SBD	Highway/Rail	Milliken Ave - Alhambra Line	Grade Separation	55				2009		SBCIP	ACE Trade Corridor Plan	2006
	10	251	220	SBD	Highway/Rail	Alhambra/LA Lines Combined (UP)	Grade Separation							SBCIP	ACE Trade Corridor Plan	2006
	10	252	221	SBD	Highway/Rail	Central Ave	Grade Separation	4.6				2014		SBCIP	ACE Trade Corridor Plan	2006
	10	253	222	SBD	Highway/Rail	San Antonio Ave	Grade Separation	31.8				2013		SBCIP	ACE Trade Corridor Plan	2006
	10	254	223	SBD	Highway/Rail	Sultana Ave	Grade Separation	25.3				2015		SBCIP	ACE Trade Corridor Plan	2006
	10	255	224	SBD	Highway/Rail	Campus Ave	Grade Separation	31.7				2011		SBCIP	ACE Trade Corridor Plan	2006
	10	256	225	SBD	Highway/Rail	Alhambra Line (UP)	Grade Separation							SBCIP	ACE Trade Corridor Plan	2006
	10	257	226	SBD	Highway/Rail	Vineyard Ave	Grade Separation	29.8				2011		SBCIP	ACE Trade Corridor Plan	2006
	10	258	227	SBD	Highway/Rail	Mt. Vernon Ave	Grade Separation	5.9				2014		SBCIP	ACE Trade Corridor Plan	2006
	10	259	228	SBD	Highway/Rail	Los Angeles Line (UP)	Grade Separation							SBCIP	ACE Trade Corridor Plan	2006
	10	260	229	SBD	Highway/Rail	Vine Ave	Grade Separation	25.4				2016		SBCIP	ACE Trade Corridor Plan	2006
	10	261	230	SBD	Highway/Rail	Bon View Ave	Grade Separation	25.3				2013		SBCIP	ACE Trade Corridor Plan	2006
	10	262	231	SBD	Highway/Rail	Vineyard Ave	Grade Separation	27				2012		SBCIP	ACE Trade Corridor Plan	2006
	10	263	232	SBD	Highway/Rail	Archibald Ave	Grade Separation	31.2				2011		SBCIP	ACE Trade Corridor Plan	2006
	10	264	233	SBD	Highway/Rail	Milliken Ave - Alhambra Line	Grade Separation	25.8				2012		SBCIP	ACE Trade Corridor Plan	2006
	10	265	234	SBD	Highway/Rail	San Bernadino Line (BNSF and UP)	Grade Separation							SBCIP	ACE Trade Corridor Plan	2006

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	10	266	235	SBD	Highway/Rail	Valley Blvd	Grade Separation	31.4				2010		SBCIP	ACE Trade Corridor Plan	2006
	10	267	236	SBD	Highway/Rail	Laurel St	Grade Separation	27.4				2012		SBCIP	ACE Trade Corridor Plan	2006
	10	268	237	SBD	Highway/Rail	Main St	Grade Separation	27.4				2012		SBCIP	ACE Trade Corridor Plan	2006
	10	269	238	SBD	Highway/Rail	Olive St	Grade Separation	25.8				2013		SBCIP	ACE Trade Corridor Plan	2006
	10	270	239	SBD	Highway/Rail	Mt Vernon Ave	Grade Separation	43.2				2009		SBCIP	ACE Trade Corridor Plan	2006
	10	271	240	SBD	Highway/Rail	Other improvement E St and H St	Grade Separation	0.8				2010		SBCIP	ACE Trade Corridor Plan	2006
	10	272	241	SBD	Highway/Rail	Cajon Line (BNSF and UP)	Grade Separation							SBCIP	ACE Trade Corridor Plan	2006
	10	273	242	SBD	Highway/Rail	Palm Ave	Grade Separation	28.9				2012		SBCIP	ACE Trade Corridor Plan	2006
	10	274	243	SBD	Highway/Rail	Glen Helen Parkway	Grade Separation	28.2				2012		SBCIP	ACE Trade Corridor Plan	2006
	10	275	244	SBD	Highway/Rail	Ranchero Rd	Grade Separation	32.5				2009		SBCIP	ACE Trade Corridor Plan	2006
	10	276	245	SBD	Highway/Rail	Vista Rd	Grade Separation	25.8				2013		SBCIP	ACE Trade Corridor Plan	2006
	10	277	246	SBD	Highway/Rail	Hinkley Rd	Grade Separation	24.5				2014		SBCIP	ACE Trade Corridor Plan	2006
	10	278	247	SBD	Highway/Rail	Lenwood Rd	Grade Separation	28.7				2012		SBCIP	ACE Trade Corridor Plan	2006
	10	279	248	SBD	Highway/Rail	Oro Grande	Grade Separation	9.6				2016		SBCIP	ACE Trade Corridor Plan	2006
	10	280	249	SBD	Highway/Rail	Other improvement Indian Trail	Grade Separation	0.5				2009		SBCIP	ACE Trade Corridor Plan	2006
	10	281	250	SBD	Highway/Rail	Cutoff Line (UP)	Grade Separation							SBCIP	ACE Trade Corridor Plan	2006
	10	282	251	SBD	Highway/Rail	Ranchero Rd	Grade Separation	24.5				2013		SBCIP	ACE Trade Corridor Plan	2006
	10	283	252	SBD	Highway/Rail	Phelan Rd	Grade Separation	1				2008		SBCIP	ACE Trade Corridor Plan	2006
	10	284	253	SBD	Highway/Rail	Other Improvements Johnson Rd	Grade Separation	0.5				2008		SBCIP	ACE Trade Corridor Plan	2006
	10	285	254	SBD	Highway/Rail	Yuma Line (UP)	Grade Separation							SBCIP	ACE Trade Corridor Plan	2006
	10	286	255	SBD	Highway/Rail	Whittier Ave	Grade Separation	0.5				2008		SBCIP	ACE Trade Corridor Plan	2006
	10	287	256	SBD	Highway/Rail	Beaumont Ave	Grade Separation	24.5				2015		SBCIP	ACE Trade Corridor Plan	2006
	10	288	257	SBD	Highway/Rail	Alessandro Rd	Grade Separation	25.3				2013		SBCIP	ACE Trade Corridor Plan	2006
	10	289	258	SBD	Highway/Rail	Other Improvements San Timoteo Cyn Rd	Grade Separation	2				2009		SBCIP	ACE Trade Corridor Plan	
	11	290	268	LA	Highway/Rail	South Wilmington grade separation	Grade Separation	$50		N		Short	From D7 list			2004
	11	291	1	SBD/RV		ITS RR Grade Crossing Variable Speed Warning for Inland Empire ITS	ITS	$4.1							2004 RTP ITS Projects	2004
	11	292	2	SBD/RV		Electronic Clearance/Pre Pass Program for Inland Empire ITS	ITS	$0.9							2004 RTP ITS Projects	2004
	11	293	3	SBD/RV		Oversize/weight permitting for Inland Empire ITS	ITS	$0.1							2004 RTP ITS Projects	
	12	294	4	SBD		I-10 and I-215 from On I-10 from 0.1 km w/o I-215 (PM 23.6) to 0.9km e/o SR-38 (PM 31.4) to On I-215 from Riverside County Line (PM 0.0) to Jct I-10/I-215 (PM 4.03) - Install Fiber Optic Communications (FOC) backbone system, Changeable message signs (CMS), Ramp metering stations (RMS), modify existing communication hub, CCTV, VDS, TOS Cabinets; widen on-ramps on I-10 and I-215; add aux lanes on I-10 (various locations).		$9.5				2006			2004 RTP Constrained Plan	
	0	295	5	LA		Use ITS technology to maximize the operating efficiency of freeways and arterial in the vicinity of the ports of Long Beach and Los Angeles.										2005
Extensive Application of ITS Technology for Vehicle Management and Routing	7	296	6	OR		SR-91 EB/WB from Truck scales - Add storage lane at truck weigh in motion station.		$8.0				2007			2004 RTP Constrained Plan	
		297	7	LA		San Pedro ATSAC System in LADOT - Provide ATSAC control of all signalized intersections within the project limits to aid motorists. Use available ITS technology to manage traffic accessing the Vincent Thomas Bridge and provide optimal route information for trucks accessing the Port of LA..	ITS	$6.0							2004 RTP ITS Projects	2004
		298	8	LA		Wilmington ATSAC System in LADOT - Provide ATSAC control of all signalized intersections within the project limits to aid motorists. Use available ITS technology to manage traffic accessing the Vincent Thomas Bridge and provide optimal route information for trucks accessing the Port of LA..	ITS	$7.2							2004 RTP ITS Projects	
		299	9	LA		Provide ATSAC control of all signalized intersections within the project limits to aid motorists. Use available ITS technology to manage traffic accessing the Vincent Thomas Bridge and provide optimal route information for trucks accessing the Port of LA.										
	12	300	10	All	Ports	Transportation, Management, Information, and Security System	Operational	$10		N		Short	From D7 list			
	21	301	1	All	Ship	Increase "destination loading" on ships from the far east	Operational			Y		Immed.				2002
	12	302	2	All	Truck	Develop regional or national chassis pools	Operational			Y		Immed.				
	13	303	3	All	Ship	Spread out vessel sailings and arrivals in the trans-Pacific trade	Operational			Y		Immed.				
	40	304	4	All		Finalize ARB intermodal cargo equipment rule	Rule making			Y		Immed.				

Comprehensive List of Goods Movement Projects within the MCGMAP Study Area

Updated: December 22, 2006

Category	Group	Total Number	Category Number	County	Mode	Description	Action Type	Cost ($Mill's)	Year of Cost	In State GMAP?	In RTP?	Time Frame	Comment	Notes	Source	Year
	41	305	5	All	Rail	Improve communications (including electronic data interchange) and planning among terminals, steamship lines and railroads to increase efficiency of on-dock rail movements.										
	50	306	6	All	Planning/ legislative	Stagger lunch hours to maximize terminal operations.										2004
Operational Techniques Employed by Private or Public Sector to Optimize Freight Travel	11	307	7	All	Port	Computerized Train Control	Operational	$20							POLB/LA High Priority Transportation Projects	
	12	308	8	All		Offer incentives to reduce marine terminal dwell time for containers	Operational			Y		Immed.				
	12	309	9	All		Implement incentives to limit container dwell time	Operational			Y		Immed.				
	21	310	10	All		Implement virtual container yards	Operational			Y		Immed.				2004
		311	11	LA/VC/SD		Establish port-wide terminal appointment systems for truckers	Operational			Y		Immed.				
	0	312	12	LA		Use ITS technology to maximize the operating efficiency of freeways and arterial in the vicinity of the ports of Long Beach and Los Angeles.										2005
	14	313	13	All		RTA PROJECT STUDIES ON (1) EMPLOYEE COMPENSATION & BENEFITS AND (2) FARE STUDY ANALYSIS (FY 04 5307)						20050630		RIVERSIDE TRANSIT AGENCY	04' RTP Tier 2	
	13	314	14	All	Planning/ legislative	Employ better trade and transportation forecasting	Planning			Y		Immed.				
Data and Analytical Methods	14	315	1	All	Planning/ legislative	Improve communications of fluctuating demand forecast for labor and equipment across modes	Planning			Y		Immed.				
Institutional Changes to Improve Feasibility of Large Scale/Mega Projects	14	316	1	All	Planning/ legislative	Enact public-private partnership legislation	Legislative			Y		Immed.				
		317	2	All		Enact design-build and design sequencing legislation										
	13	318	1	All	Intermodal	Finalize ARB intermodal cargo equipment rule	Rule making			Y		Immed.				
Environmental Mitigation/Strategies/Rules/Measures	13	319	2	All	Ship	Evaluate short-sea shipping - including environmental impacts	Operational			Y		Immed.				
		320	3	LA	Ports	Implement San Pedro Bay Ports' Clean Air Action Plan (CAAP)										
	14	321	4	All	Ship	Finalize ARB ship auxiliary engine rule (OAL review)	Rule making			Y		Immed.				
	7	322	1	LA	Highway	Gerald Desmond Bridge Replacement - 4 to 6 lane expansion	Capacity	$800.50				2013			POLB/LA High Priority Transportation Projects	2005
	11	323	2	LA	Highway	ALAMEDA CORRIDOR TRUCK EXPRESSWAY . ELEVATED 4-LANE EXPRESSWAY BETWEEN COMMODORE HELM BRIDGE AND ALAMEDA STREET (SR-47).						20051201		TRANSPORTATIO N CORRIDOR	04' RTP Tier 2	
		324	3	SB	Highway	I-15 from Wheaton Springs-Baily Road to Yates Well Road - construct NB truck descending lane										
		325	4	LA	Highway	I-710 Corridor improvements including dedicated truck lanes										
		326	5	OC	Highway	I-5 from SR-57/SR-22 interchange to SR-91, add truck lanes in both directions										
Construction of Additional Freeway Lanes/Capacity		327	6	SD/RV/SBD	Highway	I-15 Truckway										
		328	7	OC	Highway	SR-91 westbound from SR-57 to I-5, add truck lane										
	17	329	8	LA	Highway	Transportaion Information Systems on I-710, I-110 & SR 47/103	Operational	$8						POLB/POLA/ACTA/ MTA/Federal	POLB/LA High Priority Transportation Projects	
	11	330	9	LA	Highway	Seaside Ave/Ocean Blvd (SR 47) & Navy Way Interchange	Delay/Safety	$40				2009		Removes last signal on Ocean Blvd	POLB/LA High Priority Transportation Projects	2004
	0	331	10	VC		Port Terminal - Hueneme Rd (Port to Los pasos), Los pasos (Heueneme to US 101)										2006
	3	332	11	VC		Port Terminal - Ventura Rd (Hueneme to Channel Island), channel Island Blvd (Ventura to Victoria), Victoria Ave (Channel Island to US 101)								Port Hueneme	Official NHS Intermodal Connector Listing	
	22	333	17	IC	Highway	SR-78/Brawley bypass	Capacity	$108		N			From SCAG policy paper			2004
		334	1	LA	Mixed Flow	I-710 from I-10 to Huntington Dr - Construct 3 MF lanes each dir.		$300.0				2012			2004 RTP Constrained Plan	2004
		335	2	LA	Mixed Flow	I-710 from Huntington Dr to I-210 - Construct 3 MF lanes each dir.		$450.0				2025			2004 RTP Constrained Plan	2004
		336	3	LA		I-710/FIRESTONE BLVD. INTERCHANGE RECONSTRUCTION						20081231		SOUTH GATE	04' RTP Tier 2	2008
		337	4	LA	Highway	I-710 / PCH and Anaheim interchange reconfiguration	Delay/Safety	$300							POLB/LA High Priority Transportation Projects	
		338	5	LA	Highway	I-710 / Firestone Blvd & Atlantic / Bandini Interchang	Delay/Safety	$200						Partial deisign/construction complete	POLB/LA High Priority Transportation Projects	
		339	6	RC		ON I-10 AT & E/O APACHE TRAIL - CONSTRUCT NEW MORONGO PKWY IC (4 LNS, RAMPS - 2 LNS), CONSTRUCT AUX LANE, WIDEN APACHE TRAIL 3 TO 5 LNS, WIDEN SEMINOLE DR 2 TO 5 LNS (EA: OA650G)						20100701		CALTRANS	04' RTP Tier 2	2010
		340	7	RC		ON I-10 NEAR RANCHO MIRAGE FROM 1.5 KM EAST TO 0.9 KM WEST OF RAMON RD IC - CONSTRUCT BOB HOPE DR EXTENSION (6 LANES) WITH A NEW DIAMOND IC PLUS MODIFY RAMON RD IC AND RAMPS						20060301		CALTRANS	04' RTP Tier 2	2006
		341	8	SB	Highway	I-10 - Add auxiliary lanes from I-15 to Riverside Co. line	Capacity			N			From SANBAG	part of $1.2B project to add HOV lanes		
		342	9	RV	Auxiliary	I-10 from Calimesa @ County Line Rd (R4.0) to 500 meters e/o Sandlwood Dr I/C (R4.3) - Replace Bridge, Ramps, Construct Auxiliary Lanes, and Realign Calimesa Rd (EA 0A710K).		$60.0				2015			2004 RTP Constrained Plan	2004
		343	10	RV	IC/Ramps	I-10 at Ave 50 - Construct new interchange .		$19.5				2006			2004 RTP Constrained Plan	2004
		344	11	RV	IC/Ramps	I-10 McNaughton Pkwy (approx. 3.38 mi e/o Dillon Rd) - Construct interchange.		$20.0				2008			2004 RTP Constrained Plan	2004
		345	12	RV	IC/Ramps	I-10 at Portola Ave btwn Dinah Shore & Varner - Construct new IC (4 lanes) and ramps incl. bridge over UPRR & Varner realignment.		$19.8				2008			2004 RTP Constrained Plan	2004
		346	13	RV	IC/Ramps	I-10 at Monterey Ave - Reconfigure IC, add 1 NB lane, construct new WB entry loop ramp from Monterey & WB entry ramp from Varner, realign/relocate WB exit ramp.		$4.3				2005			2004 RTP Constrained Plan	2004

Comprehensive List of Goods Movement Projects within the MCGMAP Study Area

Updated: December 22, 2006

Category	Group	Total Number	Category Number	County	Mode	Description	Action Type	Cost ($Mill's)	Year of Cost	In State GMAP?	In RTP?	Time Frame	Comment	Notes	Source	Year
		347	14	SB	IC/Ramps	I-10 from 0.1 km e/o I-15 (PM 9.9) to 0.4 km e/o I-215 (PM R24.5) - Install RMS, CCTV ESU; widen entrance ramps from 1 to 2 lanes at: EB & WB at Cherry Ave, Citrus Ave, Cedar Ave, Riverside Ave and Mt Vernon Ave; WB at Rancho Ave; EB at 9th St.		$9.2				2008			2004 RTP Constrained Plan	2004
		348	15	SB		I-10 AT 4TH STREET/I-10 GROVE INTERCHANGE IMPROVEMENTS - IMPROVE TURNING RADIUS AND ADD EASTBOUND AND WESTBOUND OFF RAMPS AT I-10 GROVE						20100601		ONTARIO	04' RTP Tier 2	2010
		349	16	SB		AT I-10 AND SPERRY INTERCHANGE - CONSTRUCT AN ADDITIONAL LANE ON OFF RAMP						20071010		COLTON	04' RTP Tier 2	2007
		350	17	SB		I-10 TIPPECANOE INTERCHANGE INTERCHANGE RECONFIGURATION & ADD AUX LANES; IMPROVEMENTS AT I-10 BARTON & I-10/CAMPUS (T21-#1001 & 1366)						20090501		SANBAG	04' RTP Tier 2	2009
		351	18	RV		ON I-10 AT INDIAN AVE NEAR PALM SPRINGS - WIDEN OC 2 TO 6 LNS FROM 20TH AVE NO. OF I-10 & GARNET AVE SO. OF I-10 & RAMPS 1 TO 2 LNS (TEA21-#377) (EA# 45570)						20051001		PALM SPRINGS	04' RTP Tier 2	2005
		352	19	RV		ON I-10 AT DATE PALM IC IN CATHEDRAL CITY - WIDEN OVERCROSSING FROM 2 TO 6 LNS AND RAMPS FROM 1 TO 2 LNS						20060301		RIVERSIDE COUNTY	04' RTP Tier 2	2006
		353	20	RV		AT I-10 AND JEFFERSON ST IC, MODIFY/WIDEN EXISTING IC FROM 2 TO 6 LANES						20080401		INDIO	04' RTP Tier 2	2008
		354	21	RV	Mixed Flow	I-10 from Monterey Ave (44.5) to Dillon Rd (58.9) - Add 1 MF lane each direction (EA 0A030K).		$71.0				2025			2004 RTP Constrained Plan	2004
		355	22	RV	Mixed Flow	I-10/SR-60 - Construct new interchange.		$129.0				2030			2004 RTP Constrained Plan	2004
		356	23	SB	IC/Ramps	I-10 from 0.8 km e/o Etiwanda Ave OC (PM 11.6) to 1.5 km w/o Riverside Ave OC (PM 19.1) - In Fontana widen exit ramps from 1 to 2 lanes at Cherry Ave, Citrus Ave, & Cedar Ave IC to accommodate proposed aux lanes at Cherry Ave IC E/B aux lane PM 11.99/12.85, W/B Aux lane PM 13.38/13.68; Citrus Ave IC E/B aux lane only PM 14.58/14.88; Cedar Ave IC E/B aux lane PM 17.36/17.83, W/B aux lane PM 18.94/19.41.		$19.0				2009			2004 RTP Constrained Plan	2004
		357	24	SB	Mixed Flow	I-10 WB from Yucaipa Bl to Ford St - Add 1 MF lane westbound.		$30.0				2015			2004 RTP Constrained Plan	2004
		358	25	SB	Highway	SR-60 from Ramona Ave. to I-15 - add auxiliary lanes	Capacity			N			From D8 list			
		359	26	RV	IC/Ramps	SR-60 at Etiwanda Ave btwn San Sevaine Wy & Iberia St - Widen ramps 1 to 2 lanes. 0.1 mi..		$0.2				2015			2004 RTP Constrained Plan	2004
		360	27	RV	IC/Ramps	SR-60 at Milliken Ave btwn Etiwanda Ave & Wineville Rd - Widen ramps 1 to 2 lanes. 0.1 mi..		$0.1				2020			2004 RTP Constrained Plan	2004
		361	28	RV	Auxiliary	SR-60 from 0.4 mi e/o I-15/SR-60 IC to 0.2 mi e/o Main St - Add auxiliary lanes both directions.		$5.0				2009			2004 RTP Constrained Plan	2004
		362	29	RV	Mixed Flow	I-10/SR-60 - Construct new interchange.		$129.0				2030			2004 RTP Constrained Plan	2004
		363	30	SB	Highway	I-15 - Rt 60 to I-10 Widen Freeway	Capacity	100							Inland Empire GMP Summary	2005
		364	31	SBD		SR-60 / Ramona		$26						Serving TCA		
Construction of Freeway Operational/Safety Improvements		365	32	SBD		SR-60 / Central										
		366	33	SBD		SR-60 / Mountain										
		367	34	SBD		SR-60 / Euclid										
		368	35	SBD		SR-60 / Grove		$43						Serving TCA		
		369	36	SBD		SR-60 / Vineyard		$43						Serving TCA		
		370	37	SBD		SR-60 / Archibald		$6						Serving TCA		
		371	38	SBD		I-10 / Monte Vista		$25						Serving TCA		
		372	39	SBD		I-10 / Grove/4th		$67						Serving TCA		
		373	40	SBD		I-10 / Euclid										
		374	41	SBD		I-10 / Cherry		$43						Serving TCA		
		375	42	SBD		I-10 / Beech		$40						Serving TCA		
		376	43	SBD		I-10 / Citrus*		$47						Serving TCA		
		377	44	SBD		I-10 / Alder		$33						Serving TCA		
		378	45	SBD		I-10 / Cedar		$33						Serving TCA		
		379	46	SBD		I-10 / Riverside		$50						Serving TCA		
		380	47	SBD		I-10 / Pepper		$33						Serving TCA		
		381	48	SBD		I-10 / Mt. Vernon		$31						Serving TCA		
		382	49	SBD		I-10 / Tippecanoe		$50						Serving TCA		
		383	50	SBD		I-10 / Mt. View		$50						Serving TCA		
		384	51	SBD		I-10 / California		$43						Serving TCA		
		385	52	SBD		I-10 / Alabama		$26						Serving TCA		
		386	53	SBD		I-10 / University										
		387	54	SBD		I-10 / Wabash										
		388	55	SBD		I-10 / Live Oak										
		389	56	SBD		I-10 / Wildwood										
		390	57	SBD		I-15 / 6th/Arrow		$36						Serving TCA		
		391	58	SBD		I-15 / Baseline		$22						Serving TCA		
		392	59	SBD		I-15 / Duncan Cyn.		$22						Serving TCA		
		393	60	SBD		I-15 / Sierra		$12						Serving TCA		
		394	61	SBD		I-15 / Ranchero		$31						Serving TCA		
		395	62	SBD		I-15 / Joshua		$1						Serving TCA		
		396	63	SBD		I-15 / Mojave		$50						Serving TCA		
		397	64	SBD		I-15 / Eucalyptus										
		398	65	SBD		I-15 / Bear Valley										
		399	66	SBD		I-15 / La Mesa										
		400	67	SBD		I-15 / E-W Corr.		$74						Serving TCA		
		401	68	SBD		I-215 / University		$29						Serving TCA		
		402	69	SBD		I-215 / Pep/Lind		$50						Serving TCA		
		403	70	SBD		I-215 / Palm		$10						Serving TCA		
		404	71	SBD		SR-210 / Waterman										
		405	72	SBD		SR-210 / Del Rosa		$35						Serving TCA		
		406	73	SBD		SR-210 / Victoria		$0						Serving TCA		
		407	74	SBD		SR-210 / Baseline										
		408	75	SBD		SR-210 / 5th		$17						Serving TCA		

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Category	Group	Total Number	Category Number	County	Mode	Description	Action Type	Cost ($Mill's)	Year of Cost	In State GMAP?	In RTP?	Time Frame	Comment	Notes	Source	Year
		409	76	RC		AT I-15/WEIRICK ROAD IC IN CORONA - WIDEN RAMPS 1 TO 2 LANES, WIDEN WEIRICK ROAD 2 TO 4 LANES FROM TEMESCAL CANYON RD TO I-15, AND INSTALL SIGNALS AT RAMPS/WEIRICK RD						20070630		CORONA	04' RTP Tier 2	2007
		410	77	RC		I-15/CAJALCO ROAD, WIDEN CAJALCO RD I/C WIDEN 2 TO 4 LNS FROM TEMESCAL CYN RD TO BEDFORD CYN RD AND WIDEN RAMPS 1 TO 2 LANES.						20061231		CORONA	04' RTP Tier 2	2006
		411	78	RC		AT I-15/EL CERRITO RD IC IN CORONA - WIDEN ON/OFF RAMPS 1 TO 2 LANES, WIDEN 2 TO 4 LANES EL CERRITO RD BETWEEN RAMPS, INSTALL SIGNALS, REALIGN BEDFORD CYN RD AND ADD SOUNDWALLS						20060630		CORONA	04' RTP Tier 2	2006
		412	79	RC		ON I-15 AT ONTARIO AVE, WIDEN SB OFF & NB ON RAMPS 2 TO 3 LNS, & WIDEN ONTARIO 4 TO 6 LNS (COMPTON AVE TO STATE ST) & INSTALL SIGNALS						20061231		CORONA	04' RTP Tier 2	2006
		413	80	RC		IN RIV COUNTY AT I-15/LIMONITE AVE IC - WIDEN IC 4 TO 6 LNS, RAMPS 1 TO 2 LNS, & WIDEN LIMONITE AVE FROM HAMNER TO WINEVILLE 4 TO 6 LNS (APPROX 1 MI)						20080630		RIVERSIDE COUNTY	04' RTP Tier 2	2008
		414	81	SB	IC/Ramps	I-15 at Foothill Blvd (SR-66) - Add 400m deceleration lane on NB I-15 and widen NB off-ramp from 1 to 2 lanes.		$0.7				2005			2004 RTP Constrained Plan	2004
		415	82	SB		I-15 AT BASELINE INTERCHANGE - ADD SB LOOP ON-RAMP IN NW QUADRANT, ADD NB LOOP ON-RAMP IN SE QUADRANT, WIDEN BASELINE RD TO 3 LANES EACH DIR BETWEEN THE NB AND SB RAMPS, CONSTRUCT AUXILIARY LANES (1 EACH DIR) BETWEEN BASELINE RD AND FOOTHILL BLVD RAMPS AND BETWEEN BASELINE RD AND I-210 CONNECTOR RAMPS						201102		RANCHO CUCAMONGA	04' RTP Tier 2	2011
		416	83	SB		I-15 AND JOSHUA OFFRAMP - CONSTRUCT NORTHBOUND OFFRAMP AT JOSHUA - 2 LANE						20071201		HESPERIA	04' RTP Tier 2	2007
		417	45	RC		AT I-15 AND CLINTON KEITH ROAD WIDEN OVERCROSSING FROM 2 TO 4 LNS AND WIDEN RAMPS FROM 1 TO 2 LNS						20060331		RIVERSIDE COUNTY	04' RTP Tier 2	2006
Increase Port/Rail Yard Freight Capacity		418	1	SBD	Other	Southern California Logistics Airport Rail Project at - Track and intermodal yard improvements (Phases 1 through 4).		$278.5				2030			2004 RTP Constrained Plan	

Southern California Multi-County Goods Movement Action Plan
SURVEY NO. 2

Background

Significant increases in goods movement – the movement of goods for sale, supplies, and products by truck, freight train, airplane, and cargo ship – are expected within the next 20 years in Southern California. With imports coming in at an all-time high through the seaports of Los Angeles and Long Beach and the Mexican border crossings, Southern California not only serves as the network by which we receive our own goods, but also as the network by which eastern regions and states throughout the country receive their goods. In order for so many products to be readily available on our grocery and retail shelves, so much of them come through our ports, are "transloaded" or transferred off ship containers into local warehouses and then are trucked to our local stores or routed to points beyond Southern California.

Since May 2004, a partnership of public agencies (listed in the box below) has been studying transportation challenges related to goods movement. The **Southern California Multi-County Goods Movement Action Plan (MCGMAP)** will propose goods movement projects and strategies for six Southern California counties: Los Angeles, Ventura, San Bernardino, Riverside, Orange and San Diego. Technical review and stakeholder input has been steady and very helpful. We thank all who responded to Survey No. 1 in May 2006.

Purpose of this Survey

Based upon study work completed thus far, the MCGMAP team is now ready to propose goods movement regional strategies for public review and comment. **You are being asked for your opinions about these goods movement strategies with this Survey No. 2.** The attached survey will take about 10-15 minutes of your time.

All personal contact information will be kept confidential unless you agree to let us add you to our mailing list for this project. Answers from all respondents will be combined, so no one will be able to identify you by your answers.

Please complete the survey no later than **January 31, 2007** by:

- Completing it online at: **www.metro.net/mcgmap**
- Completing the hard copy and e-mail a PDF file to: **MCGMAP@ArellanoAssociates.com**
- Completing the hard copy and faxing to: **(909) 628-5804**
- Completing the hard copy and mailing to:

  MCGMAP
  c/o Arellano Associates
  4091 Riverside Drive, Suite 117
  Chino, CA 91710

For additional project information, including dates, times and locations of stakeholder meetings in Southern California, please visit our **homepage** website www.metro.net/mcgmap/ or e-mail us at mcgmap@metro.net.

Thank you for taking the time to complete our survey!

A partnership of:
Los Angeles County Metropolitan Transportation Authority ♦ Orange County Transportation Authority
Riverside County Transportation Commission ♦ San Diego Association of Governments
San Bernardino Associated Governments ♦ Ventura County Transportation Commission
California Department of Transportation ♦ Southern California Association of Governments

Section 1: Individual, Public Agency or Organization Information

1. I am responding to this entire survey as a(n): (Check one only.)

___ Individual

___ Representative of Public Agency (Federal, state, county or city, etc.)

___ Representative of an Organization (Community-based, non-profit, professional association, issues advocacy, etc.).

___ Private Business

2. In which county are you? (Check all that apply to you or your organization.)

___ Los Angeles County
___ Ventura County
___ San Bernardino County
___ Riverside County
___ Orange County
___ Imperial County
___ San Diego County
___ Other: _____

3. Would you like your name and contact information added to our mailing list for this project? (Check one only.)

___ Yes (Please complete #4-10 below.)
___ No (Skip to Question #11 below.)

4.	Individual's Name			
5.	Agency, Organization or Business Name *(if applicable)*			
6.	Address			
7.	City			
8.	State			
9.	Zip Code			
10.	E-Mail			
11.	If **Individual**, please check County of residence:	☐ Los Angeles ☐ Ventura ☐ San Bernardino	☐ Riverside ☐ Orange ☐ Imperial	☐ San Diego ☐ Other: _____ _____
12.	If **Public Agency**, check one:	☐ Local government	☐ County government	☐ State government
		☐ Federal government	☐ Other, please describe:	
13.	If **Organization**, check one:	☐ Community Based	☐ Issue Advocacy	☐ Non-Profit
		☐ Professional Association	☐ Other, please describe:	
14.	If **Private business**, Check one:	☐ Rail ☐ Trucking ☐ Maritime	☐ Aviation ☐ Industrial/Manufacturing ☐ Warehouse/Distribution	☐ Logistics/3PL ☐ Other:

Section 2: Goods Movement Projects and Strategies

Many ideas have been suggested during the MCGMAP study that help address our goods movement challenge here in Southern California. Many project ideas and strategies have been identified. Ultimately, a mix of these ideas – rather than just one strategy – will be needed to improve our traffic flow and stem the negative impacts on our air quality, neighborhoods and overall environment. Of the following categories, please rate your level of support:

GOODS MOVEMENT STRATEGIES BY CATEGORY	***Level of support from you, your agency, organization or business*** *(Please check only one box per line.)*				
	1 No Support	**2 Little Support**	**3 Some Support**	**4 Supportive**	**5 Highly Supportive**
PORT/RAIL-RELATED					
15. Additional near-dock rail close to ports to load containers directly to rail and reduce truck trips					
16. More intermodal facilities, where freight can be transferred between trains and trucks (existing facilities are at capacity)					
17. New shuttle trains to move freight between ports and intermodal facilities					
18. Other alternative technologies to move freight to intermodal facilities					
19. Increase rail capacity by adding new track along existing rail lines					
20. More rail grade separations, where highways will go over or under rail tracks and traffic will not have to wait for trains					
21. Increase capacity of port and railyards by more efficient operations					
TRUCK-RELATED					
22. Dedicated truck lanes, which are freeway lanes for trucks only, separated by barriers from other lanes (with or without tolls)					
23. In San Diego County only, allowing trucks on the barrier-separated high-occupancy vehicle (HOV) lanes in the off-peak perios (with or without tolls)					
24. Dedicated truck lanes only if significant impacts are avoided					

GOODS MOVEMENT STRATEGIES BY CATEGORY	***Level of support from you, your agency, organization or business*** *(Please check only one box per line.)*				
	1 No Support	**2 Little Support**	**3 Some Support**	**4 Supportive**	**5 Highly Supportive**
25. Allow Longer Combination Vehicles (LCVs), also known as "triple trailers," on dedicated truck lanes if legalized (LCVs are trucks that are allowed to haul an added trailer)					
HIGHWAY-RELATED					
26. Improvements to freeway interchanges to reduce congestion into and out of industrial areas					
27. Add new freeway lanes for all traffic, both trucks and cars together					
28. New express toll lanes (like the SR-91 express lanes/"Fast Track") on other freeways, to reduce congestion for both cars and trucks					
OPERATIONAL & TECHNOLOGY					
29. Expand seaport and border crossing hours further to increase efficiency and spread traffic					
30. Expand delivery hours at warehouses to increase efficiency and spread traffic					
31. Increased use of advanced technology for vehicle management, routing and safety inspections					
32. Operational and scheduling techniques to reduce delays at ports and intermodal facilities					
FINANCIAL & POLICY					
33. Charge a fee on containers to pay for infrastructure improvements that facilitate freight movement					
34. Require new dedicated truck lane facilities to be totally user-financed through either container fees and/or tolls					
35. Fund new dedicated truck lane facilities through a combination of public funds and user fees, if that is the only way they can be built					

GOODS MOVEMENT STRATEGIES BY CATEGORY	*Level of support from you, your agency, organization or business* *(Please check only one box per line.)*				
	1 No Support	**2 Little Support**	**3 Some Support**	**4 Supportive**	**5 Highly Supportive**
ENVIRONMENTAL					
36. Invest in air quality improvements at the same time as infrastructure improvements					
37. Invest in air quality improvements first, then focus on infrastructure improvements					
38. Invest in infrastructure improvements first, then focus on air quality improvements					
39. Public funds should be used as an incentive to help truck operators to change over to cleaner engines					
40. Public funds should be used as an incentive to help the railroads switch to cleaner engines					
41. Railroads and truckers should fund cleaner engines entirely on their own					
42. The ports should negotiate with steamship operators to reduce pollutants through strict provisions in terminal leases					
43. Local governments should require buffers between new industrial developments and new/existing residential areas					
44. Local governments should require buffers between new residential development and heavily traveled freeways and rail lines					

Section 3: Specific Project Questions

The following questions pertain to issues or projects which have drawn a high level of stakeholder attention during this **MCGMAP study**.

45. STEP 1: Check all highways on which you believe *dedicated truck lanes* could be both feasible and beneficial.

    STEP 2: For those highways you have selected, please indicate your order of priority with "1" being the most important, "2" being the second most important, and so on.

    STEP 3: Check all highways on which you believe *additional mixed flows lanes* could be both feasible and beneficial.

    STEP 4: For those highways you have selected, please indicate your order of priority with "1" being the most important, "2" being the second most important, and so on.

Highway Name *(In alphabetical and numerical order)*	TRUCK LANES			MIXED FLOW LANES	
	Step 1: Truck Lane? *(check all that apply)*	**Step 2:** Truck Lane Priority *(number)*		**Step 3:** Mixed Flow? *(check all that apply)*	**Step 4:** Mixed Flow Priority *(number)*
Interstate 5 (Golden State Freeway) in Los Angeles County					
Interstate 5 (Santa Ana Freeway) in Orange County					
Interstate 5 (San Diego Freeway) in San Diego Co. (to Mexico Border)					
Interstate 10 (Santa Monica Freeway) in West Los Angeles County					
Interstate 10 (San Bernardino Freeway) in East Los Angeles County					
Interstate 10 (San Bernardino Freeway) in San Bernardino County					
Interstate 10 (San Bernardino Freeway) in Riverside County					
Interstate 15 (Barstow/Mojave Freeway) in San Bernardino County					
Interstate 15 (Temecula Valley Freeway) in Riverside County					
Interstate 15 (Escondido Freeway) in San Diego County					
Interstate 110 (Harbor Freeway) in Los Angeles County					
Interstate 210 (Foothill Freeway) in Los Angeles County					
State Route 210 (Foothill Freeway) in San Bernardino County					
Interstate 215 (Barstow Freeway) in San Bernardino County					
Interstate 215 (Riverside/Escondido Freeway) in Riverside County					
Interstate 405 (San Diego Freeway) in Los Angeles County					
Interstate 605 (San Gabriel Valley River Freeway) in Los Angeles Co.					
Interstate 710 (Long Beach Freeway) in Los Angeles County					
State Route 57 (Orange Freeway) in Los Angeles County					
State Route 57 (Orange Freeway) in Orange County					
State Route 60 (Pomona Freeway) in Los Angeles County					
State Route 60 (Pomona Freeway) in San Bernardino County					
State Route 60 (Moreno Valley Freeway) in Riverside County					
State Route 91 (Artesia/Riverside Freeway) in Orange County					
State Route 91 (Artesia/Riverside Freeway) in Riverside County					
State Route 118 (Ronald Reagan Freeway) in Ventura County					
State Route 118 (Ronald Reagan Freeway) in Los Angeles County					
State Route 126 (Santa Paula Freeway) in Ventura County					
State Route 126 (Santa Paula Freeway) in Los Angeles County					
State Route 138 (Pearblossom Highway) in North Los Angeles County					
State Routes 905/11 (Otay Mesa Road) in San Diego County					
US Route 101 (Ventura Freeway) in Ventura County					
US Route 101 (Hollywood Freeway) in Los Angeles County					
US Route 395 (Eastern Sierra Highway) in San Bernardino County					
State Routes 86 and 111 in Imperial County (to Mexico border)					

46. For all goods movement improvement projects, what sources of funding should be used to construct new projects?

Sources of Funding	Check all that apply	What is your priority? *(number)*
Tolls		
Container fees		
Public bond issue		
Taxes (gas, sales, other)		
Private sector		
Other:		

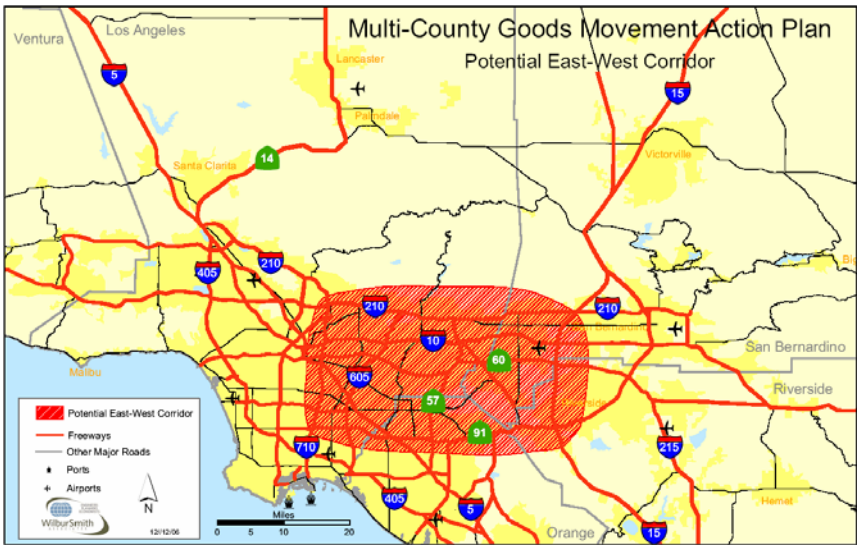
47. Much of the goods movement traffic travels east-west between the Ports of Los Angeles and Long Beach to points farther east. Many of these trucks travel from these two ports on the I-710 (Long Beach Freeway) and then transfer to one of four freeways to get to the Inland Empire and points beyond. They are:

- State Route 91 (Artesia/Riverside Freeway),
- State Route 60 (Pomona/Moreno Valley Freeway),
- Interstate 10 (San Bernardino Freeway)
- Interstate 210 (Foothill Freeway).

Do you think improvements, which would encourage truck traffic, should be made to one of these four east-west freeways *more so* than the others?

_____ Yes, improve one of these the most *(Go to question #48.)*

_____ No, improve all about the same *(Go to question #49.)*



48. If yes, which one? (Check one only.)

_____ State Route 91 (Artesia/Riverside Freeway) in Orange and Riverside Counties
_____ State Route 60 (Pomona/Moreno Valley Freeway) in Los Angeles, San Bernardino and Riverside Cos.
_____ Interstate 10 (San Bernardino Freeway) in Los Angeles, San Bernardino and Riverside Counties
_____ State Route 210 (Foothill Freeway) in Los Angeles and San Bernardino Counties

Section 4: General Questions

49. Of all the goods movement strategies presented here, or which you are aware, which <u>five projects or strategies</u> do you believe should absolutely be implemented in Southern California?

1. _____
2. _____
3. _____
4. _____
5. _____

50. What projects or strategies, if any, should be added for consideration?

_____

_____

51. Is there anything else you would like to tell us about goods movement issues in Southern California?

_____

_____

52. Please suggest any other possible survey responders.

_____

_____

Thank you for your time in completing this important survey!

Please visit our website for ongoing information and final steps on the Southern California Multi-County Goods Movement Action Plan.

www.metro.net/mcgmap

Minute Action

AGENDA ITEM: _____

Date: January 10, 2007

Subject: Measure I 2010-2040 Strategic Plan Draft Principles and Policy Issues

Recommendation:* 1) Endorse draft Measure I 2010-2040 Strategic Plan Principles and receive City Managers' and Comprehensive Transportation Plan Technical Advisory Committee (TAC) input on Strategic Plan policy issues.

2) Direct staff to further develop policy recommendations for the Valley Freeway, Interchange, and Major Street Programs based on input received from local jurisdictions.

Background: Development of the Measure I 2010-2040 Strategic Plan is currently focused on:

1) Project prioritization policies and procedures,

2) Evaluation of the need for and benefit of "frontloading" or advancing funding for selected programs through inter-program borrowing**,**

3) Further definition of the relationship of fair share development contributions to the fund allocation process, and

4) Definition of project development and delivery responsibilities for freeway interchange, major roadway, and grade separation projects.

*

Approved
Board of Directors

Date:

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

White papers were developed on these issues as they relate to the various Measure I 2010-2040 Programs and have been discussed at SANBAG's policy committees. These white papers include:

- the Cajon Pass Program,
- the Victor Valley Major Local Highway Projects Program,
- the Rural Mountain/Desert Major Local Projects Program
- the Valley Freeway Program
- the Valley Freeway Interchange Program
- the Valley Major Streets Program
- the Valley Metrolink/Rail Program
- the Valley Express Bus/Bus Rapid Transit Program
- Bond Financing Debt Capacity
- Inter-Program Issues
- Legislative Issues

These identify major technical and policy issues associated with these elements of the scope of work and alternative strategies to address them. The papers also address inter-programmatic issues (issues that affect multiple programs or may cause one program to affect others) that do not fit neatly into discussion of any one program, and Legislative issues that may affect or contribute to the success of the program.

Staff provided copies of all white papers to the membership of each committee and the Board of Directors as a whole for the October and subsequent meetings. The item was discussed by the Administrative Committee on November 8, the Major Projects Committee on November 9, the Plans and Programs Committee on November 15, the Commuter Rail Committee on November 16, and the Mountain-Desert Committee on November 17, 2006. Per direction from the committees, copies were also provided to the City Managers for presentation and discussion at their meeting on November 16, 2006, and to the TAC for its meeting on December 11, 2006.

Written responses were received from three managers (Attachment 1) and their comments are summarized below:

Fontana

- SANBAG policies should assist/promote getting projects to construction as soon as possible.
- SANBAG should set aside dollars to assist making projects shelf-ready.

- Project processing should be handled in parallel, not sequentially. This may require additional SANBAG staff, or individual jurisdictions may need to take more responsibility for moving projects forward.
- We need to cut through Caltrans red tape.
- We need a legislative strategy that can be used to get city support for funding requests.
- Funding from Proposition 1B should be treated as other earmarked funds, reducing the cost of the project, not considered as a direct offset of funding that would otherwise be provided by Measure I.
- SANBAG needs to be very aggressive in its bonding strategy. With costs escalating as they are, it makes sense to bond for as much as possible up front.

Rancho Cucamonga

Project Prioritization

- Top priority should be given to shelf-ready projects with federal or state funding to protect against loss of funds.
- 2nd priority should be assigned to locally advanced projects with agreements for later SANBAG reimbursement.
- 3rd priority should be assigned to projects that are contingent on funding by SANBAG.

Other Recommendations

- City supports funding or (or reimbursement of) preliminary engineering costs. *(Note that this is consistent with SANBAG policy so long as those costs for freeway interchange, arterial street, and railroad grade separation development are reflected as part of the project cost in the Nexus Study.)*
- City supports early bonding to expedite major project delivery.
- City supports clear separation of Valley and Mountain/Desert monies. *(Note that this is consistent with the provisions of Measure I.)*

Yucaipa

Valley Freeway Program

- City supports borrowing of funds among programs as long as it will not delay construction of other funded projects.
- City supports long-term financing if cost-effective and if it does not affect the delivery of arterial projects.

Interchange program

- Geographic equity should be maintained throughout the life of the program, not wait until the end of the Measure to try to achieve geographic balance. We prefer to cap access to funds for individual jurisdictions or distribute funding within geographic subregions.
- We do not support wholesale inter-program borrowing from arterial programs to other programs early in the life of the Measure.

Valley Major Streets Program

- The City is interested in frontloading to ensure the delivery of the arterial program.
- Arterial projects should be given priority over grade separations, as grade separations are more likely to receive other state and federal funds.
- Funds should be made available on a project readiness basis, with geographic equity controlled through capping for individual agencies or through distribution by geographic subregion.
- Funding should be conveyed as a reimbursement to the member agency.
- Cost overruns should be shared on a percentage basis, as dictated by the Nexus Study.
- The local jurisdictions should decide who will be lead agency, subject to SANBAG approval.

The managers also indicated support for and interest in more in-depth discussion by the TAC. Although limited discussion by the TAC had occurred previously, substantive discussion began on December 11th. Discussion was to have included issues associated with the Valley Major Streets, Valley Interchange, and Victor Valley Major Local Highway Projects Programs as well as inter-program issues, but ultimately focused on Valley Major Streets because of time constraints. It was recognized that many of the same issues will apply to the interchange program and some of the recommendations appear to be transferable, but the interchange program issue paper was not specifically discussed. Only one Victor Valley representative was in attendance, and staff expects to have one or more separate meetings in the near future with Mountain/Desert technical staff. The Victor Valley Major Local Highways Program is substantially different from the Valley Major Streets Program, and some of the direction provided in the TAC discussion of the Valley program may not apply to the Victor Valley.

A summary of the TAC input, related principally to the Valley Major Streets Programs follows:

Issue 1: Frontloading.

- Jurisdictions, particularly in the West Valley, view their arterial projects as a priority and generally would not want to borrow from those programs to the extent arterial projects would suffer significant delay. If there is inter-program borrowing from the arterial program, the amount borrowed needs to be limited or capped so as to maintain a degree of project delivery.
- Any decision to frontload (i.e., borrow from other programs) should consider and if possible, mitigate overall shortfalls in the purchasing power of the "loaning" program.
- Project advancement should be considered in the mainstream sales tax measure.

- In summary, a strong preference was stated for a strategy that limits or "caps" loans to other programs at a level that permits (at least) limited delivery of major street and grade separation projects from the outset of the program (White paper issue 1, option 2).

Issue 2: Arterial street projects versus railroad grade separations

- The TAC generally indicated that local jurisdictions should be allowed to set their own priorities. If jurisdictions have a large project, such as a railroad grade separation, they would like to be able to move that project at a time that they choose, not be subject to a regional priority list. *(Note that this is inconsistent with Manager input that arterial projects should be given priority over grade separations, as grade separations are more likely to receive other state and federal funds.)*

Issue 3: Allocation strategies

- Local jurisdictions have a strong preference for using a project readiness/local initiative basis for allocation, but also recognize the need for controls to assure reasonable geographic equity (i.e. preference for White Paper Option 2A).
- A formal call for projects is not needed. However, jurisdictions should be aware, for planning purposes, of the annual amount of funding expected to be available for allocation from the Major Street program, and SANBAG should be provided an estimate of the upcoming funding need for eligible projects through a mechanism such as capital improvement program submittals from member jurisdictions.
- The overall level of access to the Measure I Major Street Program dollars for each jurisdiction should be established through the public share of project costs contained in the Development Mitigation Nexus Study, which also defines the overall need. Adjustments can be made through Nexus Study updates.
- A project readiness/local initiative basis for allocation means that local jurisdictions have discretion over arterial project prioritization.
- Geographic equity in distribution of funds is important, but it is also recognized that there is a time clock associated with equity. Projects in certain areas may be built first, followed by projects in other geographic areas. Cities do this within their own boundaries. However, geographic equity (consistent with the Nexus Study) must be maintained over the life of the measure.

Issue 4: Conveyance of Measure I dollars

- The TAC expressed a consensus for Option 1, conveyance of funds through a reimbursement process.
- Jurisdictions are used to submitting invoices and getting paid back as projects are constructed.

- Provision needs to be made for reimbursement for project development activities as well. *(Reimbursement for these costs is appropriate in those cases in which the project development costs are included in the Nexus Study.)*

As noted previously, discussion among technical staff of the Victor Valley Major Local Highway Projects program has not yet occurred, discussion of the Valley Interchange Program and inter-programmatic issues will continue at the TAC in January, and consideration of TAC comments by the Mountain/Desert Committee will occur in January, tentatively leading to a report to the Board of Directors in February.

A more general issue that has been discussed internally and briefly with the TAC is the nature of the ultimate products of these discussions and deliberations. Staff suggests that a set of fundamental Measure I 2010-2040 principles would be of value to provide a framework for the more specific or detailed policies under discussion, and has prepared a preliminary draft for consideration:

MEASURE I 2010-2040 STRATEGIC PLAN
Suggested Principles

1) Deliver all Expenditure Plan projects at the earliest possible date.
2) Seek additional and supplemental funds as needed for completion of all Expenditure Plan projects.
3) Maximize leveraging of State, federal, local, and private dollars.
4) Ensure use of federal funds on otherwise federalized projects.
5) Sequence projects to maximize benefit, minimize impact to the traveling public, and support efficient delivery.
6) Provide for geographic equity over the life of the Measure.
7) Recognize that initiation of project development work on arterial, most interchange, and railroad crossing projects is the responsibility of local jurisdictions. Initiation of project development work on freeway mainline projects and interchange improvements required for the mainline projects is the responsibility of SANBAG.
8) Work proactively with agency partners to minimize the time and cost of project delivery.
9) Structure SANBAG to effectively deliver the Measure projects.
10) Exercise environmental stewardship in delivering the Measure projects.
11) Periodically update the Strategic Plan through the life of the Measure.
12) Utilize debt financing when and where appropriate.

Staff requests policy committee consideration and endorsement of these principles, and requests direction to further develop policy recommendations for the Valley Freeway, Interchange, and Major Street Programs and other issues as appropriate based on input received from local jurisdictions.

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Financial Impact: This item is consistent with the approved Fiscal Year 2006-2007 Budget.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Plans and Programs Policy Committee on December 20, 2006. *(Meeting chaired by Paul Eaton.)*

Responsible Staff: Ty Schuiling, Director of Planning and Programming
Darren Kettle, Director of Freeway Construction
Deborah Barmack, Director of Management Services
Mike Bair, Director of Transit and Rail Programs
Terry McGuire, Chief Financial Officer